REGISTERED No. 17–1874.

The Bombay Gazette.

[illegible] NEW SERIES. BOMBAY :—FRIDAY, OCTOBER 2, 1874.

[illegible] BOMBAY GAZETTE.

The [illegible] to the *Bombay Gazette* will [illegible] as follows:—

[illegible] Rs. 60 / [illegible] 31 / Quarterly [illegible] 16 / Monthly [illegible] 6

[illegible] Subscribers Up-country.

[illegible] Rs. 67 / [illegible] 35 / [illegible] 26 / [illegible] 7

[illegible]

[illegible] FOR ADVERTISEMENTS.

[illegible] insertions ... 0 2 As.

[illegible] lines.

[illegible] ADVERTISEMENTS.

First insertion .... 8 Annas per Line.
Second [illegible]
Third and succeeding .... [illegible]
In the Native Languages double the above.

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found, &c. &c.

The scale for Advertisements belonging to any of these classes will be as follows:—

Not exceeding three lines .... Re. 1 [illegible]
Each succeeding line .... [illegible] As.

Advertisements exceeding five lines will be charged for at our [illegible] ordinary rates.

No Advertisement will be inserted for less than [illegible], and payment must in all cases be made in [illegible].

All Advertisements are charged according to the space occupied in Nonpareil, or the smallest type, 12 lines of which go to the inch.

[illegible]

ALL CHEQUES, MONEY ORDERS, and other Remittances, should be made payable to the "Proprietors of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with [illegible], despatch [illegible] as above with Mails, Passengers, and Cargo, every fourteen days.

The Steamship "[illegible]," [illegible] Tons, [illegible] H.P., Commander J. [illegible], will be despatched on SATURDAY, the 3rd October, 1874, at 1 P.M.

October 1874. [illegible] 1874.

Leave BOMBAY [illegible] Leave Calcutta [illegible]
[illegible]
Mangalore [illegible]
Cannanore [illegible]
Tellicherry [illegible]
Calicut [illegible]
Beypore [illegible]
Cochin [illegible]
Alleppey [illegible]

Cargo for Singapore and China can be booked by [illegible] at Galle to the Messageries Maritimes Company [illegible] fortnightly.

[illegible]

[illegible] will be received on the day of sailing.

[illegible]

[illegible] PERSIAN GULF [illegible]

THE BRITISH INDIA [illegible] to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSSORAH, and occasionally at BAHREIN, [illegible], and MAHOMMERAH.

The s.s. "INDIA," [illegible] Tons, [illegible] H.P., Commander [illegible], will be despatched on FRIDAY, the [illegible] October, 1874, at [illegible].

October 1874.

Leave BOMBAY [illegible]
Kurrachee [illegible]
Guadur [illegible]
Muscat [illegible]
Bunder Abbas [illegible]
Lingah [illegible]
Bushire [illegible]
Fao [illegible]
Mahommerah [illegible]
Arrive BUSSORAH [illegible]

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will during the fair season despatch a Steamer to Kurrachee every FRIDAY, at [illegible], and an Extra Steamer on every MONDAY, at 2 P.M.

The s.s. "SINDIA," [illegible] Tons, 300 H.P., Commander J. AVERN, will be despatched on [illegible] the 2nd October 1874, at 4 P.M.

The s.s. "COCONADA," [illegible] Tons, [illegible] H.P., Commander R. J. SCOTT, will be despatched on MONDAY, the 5th October 1874, at 2 P.M.

The s.s. "PUNJAUB," 1,000 Tons, 200 H.P., Commander J. R. GAVIS, will be despatched on FRIDAY, the [illegible] October 1874, at 4 P.M.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

BOMBAY TO LIVERPOOL.

VIA SUEZ CANAL.

THE Steam Ship PARADISE, [illegible] Tons, Captain [illegible], will leave on or about the [illegible] October; she has first-class [illegible] accommodation and Dining Saloon on deck.

Apply to

KING, KING, & Co.

STEAM TO CARWAR COAST.

THE well-known and fast sailing New Steamer [illegible], Commander W. [illegible], will leave on FRIDAY [illegible] October, at [illegible] for undermentioned Ports:—[illegible], Jaytapoor, Malwan, Vingorla, Goa, [illegible].

For Passage or Freight apply to the Undersigned at the Office, Bunder [illegible], No. [illegible], in the house of [illegible] CHUND DARBAR, opposite to [illegible], and also at the Office at [illegible].

RAMDASS [illegible].

STEAM COMMUNICATION WITH ITALY,

VIA SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA on the 24th and BOMBAY on the 1st of each month.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.
To Aden	[illegible]	[illegible]	[illegible]
Suez	[illegible]	[illegible]	[illegible]
Port Said	[illegible]	[illegible]	[illegible]
Alexandria	[illegible]	[illegible]	[illegible]
Messina	[illegible]	[illegible]	[illegible]
Naples	[illegible]	[illegible]	[illegible]
Leghorn	[illegible]	[illegible]	[illegible]
Genoa	[illegible]	[illegible]	[illegible]
Marseilles	[illegible]	[illegible]	[illegible]

Without food.

Children under [illegible] years, free of charge. Children not above ten years, half fare.

NEXT STEAMERS FROM BOMBAY:—

"ARABIA," to sail on SUNDAY, 1st November 1874.
"INDIA," to sail on TUESDAY, 1st December 1874.

The exact hour of departure will be fixed and published a day or two before sailing.

[illegible] information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 9, Hummum Street.

Bombay, 1st January 1874.

PRIZE MEDAL AWARDED, [illegible] JUNE 1873.

RUSSEL & Co.,
LADIES, GENTLEMEN, AND CHILDREN,
BOOT AND SHOE MAKERS.
Near the Oriental Bank, Bombay.

PRICE LIST.

	Cash.	Credit.
FRENCH CALF [illegible]	11 8	13 0
Elastic [illegible]	[illegible]	[illegible]
[illegible]	[illegible]	14 0
CALF [illegible]	[illegible]	[illegible]
Shoes [illegible]	[illegible]	9 0

[illegible]

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE Peninsular and Oriental Company's Steamers will be despatched with H. M.'s Mails as follows:—

S.S. NIZAM, [illegible]
S.S. BOMBAY, [illegible] for Southampton.
S.S. HYDASPES, [illegible]
S.S. BOKHARA, [illegible] for Southampton.

Passengers to Malta, Gibraltar, and Southampton are only booked once a fortnight, and the Steamers proceed direct via the Suez Canal.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but continue to proceed by Rail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Pier Head at Mazagon at 3 P.M. precisely on the day of sailing.

Cargo can be shipped to the following places in addition to the usual Ports of call, viz.:—

"Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Marseilles, Havre, London, Liverpool and New York.

F. D. PARKER,
Acting Superintendent.

Bombay, 25th September 1874.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 6th Oct. 1874, at 3 P.M., from Mazagon.

THE P. and O. Co.'s s. s. DELHI, (2,178 tons and 400 H.P.,) Captain G. [illegible], will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Saturday, the 3rd Oct. 1874.

F. D. PARKER, Acting Superintendent.

Bombay, 21st September 1874.

HOTELS.

OPENING OF THE CHOWK HOTEL, MATHERAN.

THE BEST HOTEL ON THE HILL.

JEEWANJEE & Co., the Proprietors of the CHOWK HOTEL, MATHERAN, in thanking Visitors for the very liberal Patronage extended to the Hotel in former Seasons, beg to intimate that the Hotel is now open.

The Chowk Hotel is the highest Bungalow on Matheran Hill, and is therefore well exposed to the breeze. There is a large Verandah, from which the view is very extensive and pleasing, and also an excellent Billiard Table. Attached to the Hotel is a fine range of Bedrooms, and the furnishing and thorough cleanliness maintained will, the Proprietors hope, continue to secure the comfort of Visitors and afford satisfaction. Care is taken to keep on stock a good supply of Wines, Spirits, &c., of the first quality.

TERMS AS BEFORE.

JEEWANJEE & Co.

THE VICTORIA HOTEL,
No. 1, ESPLANADE,
BY
PALLONJEE PESTONJEE.

(Situated 200 yards North of Her Majesty's Statue and three minutes' drive of the G. I. P. Railway Terminus, and the Church Gate Station of the B. B. & C. I. Railway.)

MR. PALLONJEE PESTONJEE, the well-known Proprietor of the Old Established Adelphi and Adelphi Family Hotels, begs to inform [illegible] Tiffins, and well-served Dinners [illegible] at a moment's notice, and attendance will [illegible] to be desired. The Building is fine, commodious, and airy, elegantly furnished, fitted up with gas and Vehar water, and has excellent Bath-Rooms, &c. Amongst others, this Hotel has the advantage of being in a central position, being alike contiguous to the Fort, both Railway stations, Public and other Offices and the Apollo Pier, where passengers by the different steamers are landed and embarked. It is moreover [illegible] and is open to the sea breeze, and is in one of the quietest and most salubrious localities in the Island, and Mr. PALLONJEE, of his long experience in the business, believes that his new Hotel being so easily accessible and pleasantly situated will supply a want long felt by the local Gentry as well as prove to be a comfortable Residence and a place of rest and sojourn for Travellers and others staying in Bombay.

Bombay, 21st September 1874.

NOW READY.

THE INDIAN TRAVELLERS' GUIDE FOR OCTOBER, 1874.

PRICE—EIGHT ANNAS.

With a New Coloured Map.

CONTAINING, besides the other usual information, the latest alterations in the Time Tables of the several lines of Railway, and in the running of the Local Trains between Bombay and Bandora.

The Guide, having a large circulation amongst Travellers, by Rail and otherwise, is a most effective medium for Advertisements.

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North-Western Dak Company.
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Rawul Pindee and Murree.
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Scale of Fares for Palanquins.
Scale of Fares for Boats for Bombay Harbour.

May be had at the Bombay Railway Terminus, and of the following

AGENTS:—

Bombay	Thacker, Vining & Co.; J. and W. Watson & Co. Hormusjee Sorabjee, Bookseller; Hammond's Refreshment Rooms; Messrs. Cooper & Co.; Auckland Hotel; Byculla Hotel; and Messrs. Atmaram Sagoon & Co.
Allahabad	Kellner & Co.
Alexandria	D. Robertson & Co.
Bangalore	"Spectator" Office.
Bombay	Railway Refreshment Rooms.
Calcutta	Wyman & Co.
Ceylon (Colombo)	"Ceylon Observer" Office.
Egutpoora	Railway Refreshment Rooms.
Kurrachee	"Sindian" Press.
London	G. Street, 30, Cornhill.
Madras	Higginbotham & Co., "Madras Times," and "Madras Mail" Offices.
Matheran	Chowk Hotel and Alexandra Hotel.
Ootacamund	"Observer" Office.
Poona	Thacker & Co.; D. S. Kemp & Co., and Royal Family Hotel.

JOYCE'S SPORTING AMMUNITION.

ESTABLISHED 1820.

THE attention of Sportsmen is invited to the following Ammunition, of the best quality, now in general use throughout England, India, and the Colonies.

JOYCE'S DOUBLE WATERPROOF CENTRAL-FIRE PERCUSSION CAPS.

Chemically-prepared Cloth and Felt Gun Wadding.

JOYCE'S GAS-TIGHT CARTRIDGES,

For Pin-fire and Central-fire Breech-loading Guns, Wire Cartridges for killing Game at long distances.

AND EVERY DESCRIPTION OF SPORTING AMMUNITION.

Sold by all Gunmakers and Dealers in Gunpowder.

FREDERICK JOYCE & Co.,
PATENTEES AND MANUFACTURERS,
57, UPPER THAMES STREET, LONDON.

MOST SUCCESSFUL REMEDIES FOR CONSUMPTION, WASTING, AND INDIGESTION

PANCREATIC EMULSION AND PANCEATINE,

Are attested by reports from Medical Men who have made the subjects their special study. The lives of Consumptive Persons are prolonged, the appetite, strength, and weight are increased, digestion promoted, and the general condition of the body improved.

Sold in Bottles by the Manufacturers,

SAVORY AND MOORE,
143, NEW BOND STREET, LONDON, W.,

And Retail of all Chemists and Storekeepers throughout the World, who also supply SAVORY & MOORE'S DATURA TATULA, [illegible] for Asthma, Bronchitis, &c.

NEW ADVERTISEMENTS.

HARBOUR STEAM FERRIES.

STEAM FERRIES (under Contract with Government).—STEAM FERRY BOATS ply daily across the Harbour, calling at the undermentioned Bunders:—

Fares from Bombay to	Oorun.	Hog Island.	Oolwa.	Rewas or Karanja.	Dhurumtur.	Thull.	Alibag.	Reodunda.
	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.
1st Class	2 0	2 0	3 0	2 0	3 0	2 8	2 0	4 0
2nd Class	0 8	0 12	0 12	0 12	1 0	1 0	1 4	1 8
3rd Class	0 3	0 6	0 6	0 6	0 8	0 4	0 6	0 8
Horses	3 0	4 0	4 0	3 0	5 0	2 8	3 0	5 0
Carriages	3 0	5 0	5 0	3 0	5 0	2 8	3 0	5 0
Bullocks	2 0	3 0	3 0	2 0	4 0	1 8	2 0	4 0
Dogs	0 3	0 4	0 4	0 3	0 4	0 2	0 3	0 4

CHILDREN under seven years half fare, under 2 years free.

PERSONAL LUGGAGE First Class 112 lbs., Second Class 56 lbs., and Third Class 28 lbs. free.

EXTRA LUGGAGE.—For each 10 lbs. or part of 10 lbs., one anna.

The Oolwa Ferry Boat leaves Bombay, Carnac Bunder, at 8 A.M. daily, and returning leaves Oolwa at 11 A.M.

The Dhurumtur Ferry Boat leaves Bombay, Carnac Bunder, at 9-30 A.M. daily, and returning leaves Dhurumtur at 1 P.M.

The Alibag Ferry Boat leaves Bombay, Carnac Bunder, at 2 P.M. daily, and returning leaves Reodunda at 5 A.M.

Passengers are required to obtain Tickets from the Bunder Clerks previous to their proceeding on board.

J. A. SHEPHERD.

No. 85, Meadow Street.

SURAT AND GOGO FERRY.

STEAM FERRY (under Contract with Government).—A STEAM FERRY BOAT plies every alternate day between SURAT and GOGO and *vice versâ*, Sundays excepted.

	FARES.		FARES.
1st Class	Rs. 5 0	Horses	Rs. 4 0
2nd ,,	,, 3 0	Carriages	,, 4 0
3rd ,,	,, 1 8	Dogs	,, 0 6

CHILDREN under seven years half fare, and under 2 years free.

PERSONAL LUGGAGE First Class 112 lbs., Second Class 56 lbs., and Third Class 28 lbs. free.

EXTRA LUGGAGE.—For each 10 lbs. or part of 10 lbs., one anna.

The Steamer leaves Gogo every MONDAY, WEDNESDAY, and FRIDAY.

The Steamer leaves Surat every TUESDAY, THURSDAY, and SATURDAY.

The Steamer leaving Surat on SATURDAY proceeds to Bhownuggur, and leaves that port for Surat on MONDAY morning.

Further particulars can be learnt on application to the undermentioned Agents:—

MR. HOOSEIN MAHOMED, Gogo.
,, SYED COOTBOODEEN, Surat.

Or to the Undersigned at Bombay.

J. A. SHEPHERD.

No. 33, Meadow Street.

NOTICE.—In conformity with Section VII. of Act III. of 1872, NOTICE is hereby given, that the NEW LISTS of RATEPAYERS qualified to vote in the Election of Members of the Municipal Corporation for the City of Bombay and of those qualified to be elected to the said Corporation are now ready, and that they will be open to public inspection at the Office of the Assistant Municipal Commissioner and Assessor between the hours of 10 A.M. and 5 P.M. for 15 days from the date of this Notice.

W. G. PEDDER,
Municipal Commissioner.

Municipal Commissioner's Office, Bombay, 1st October 1874.

[illegible] SPINNING AND WEAVING COMPANY (Limited).—NOTICE is hereby given, that a SECOND CALL of Rupees [illegible] per Share of the above Company is MADE PAYABLE at the New Bank of Bombay (Limited) on or before the [illegible] day of OCTOBER next.

By Order of the Board of Directors,

[illegible]

KHOOSALL CHELLABHOY & Co.,
Secretaries, Treasurers, and Agents.

31, Elphinstone Circle.

EQUATORIAL HAIR DOUCHE.

DURING the hot months succeeding the Monsoon there is nothing like the regular use of the above preparation for relieving oppressive fulness in the head, and otherwise maintaining health. The regular and constant formation of new hair is of great importance to the nervous system of the head, provided the conditions of such supply are healthy and natural, and this the use of the "Douche" ensures. It contains no Cantharides, Acetic Acid or other injurious stimulant.

Per Bottle, Rs. 1-8 and Rs. 2-8.

D. S. KEMP & CO.,
SASSOON HOUSE, BOMBAY.

D. S. KEMP & CO.,
WHOLESALE CHEMISTS
AND
MANUFACTURERS.
(PRIZE MEDAL, 1873.)

Price List, Wholesale and General, furnished on receipt of card.

SASSOON HOUSE, 7, ELPHINSTONE CIRCLE, BOMBAY.

MEDICINE CHESTS.

"All Englishmen travel with Medicine Chests."—(*Rt. Hon'ble B. Disraeli.*)

A LARGE ASSORTMENT KEPT READY FILLED FOR THE CONVENIENCE OF TRAVELLERS AND OTHERS.

"Models of compactness."—*Indian Statesman.*
"Must be both popular and really valuable."—*Englishman.*

D. S. KEMP & Co.,
SASSOON HOUSE, 7, ELPHINSTONE CIRCLE, BOMBAY.

CHRYSAROBINE.

(TRADE MARK.)

IS an unfailing remedy for the disease noticed in the *Bombay Gazette* of the 1st September as so prevalent just now in Bombay and known under the names of "*Dhobies' Itch*," "*Malabar Itch*," "*Indian Ringworm*," "*Dadhur*," "*Gutchkurra*," "*Dharaj*."

Per Phial, 8 Annas.

SOLUTION OF CHRYSAROBINE.

A convenient form of the above, less liable to irritate and more cleanly in use.

Per Phial, Re. 1.

D. S. KEMP & CO.,
SASSOON HOUSE, BOMBAY.

ANGLO-INDIAN
SPINNING & MANUFACTURING
COMPANY (Limited).

The Gentleman holding powers from the Manchester Board has arrived, and the Share List of the above Company will be closed in Bombay on the 31st October.

It is proposed to allot the Shares in accordance with the order of the dates in which applications have been made.

Forms of Application and Prospectuses may be obtained at the Offices of the Company, 3 Parsee Bazaar Street, Bombay.

A Copy of the Memorandum and Articles of Association may be seen at the Offices of the Company's Solicitors, Messrs. CHALK and TURNER, Bombay.

MAPS OF INDIA.

FOR SALE, at the "*Bombay Gazette*" Office, a number of MAPS of INDIA similar to those which are incorporated in the *Indian Travellers' Guide.*

PRICE TWO ANNAS.

SPECIAL SHORT ADVERTISEMENTS.

AT BANDORA, TO LET, a furnished HOUSE, complete, for Two Months. Apply "F. P.," *Gazette Office.*

WANTED, a small BUNGALOW in or near the Fort. Address, with terms, "ADVERTISER," *Bombay Gazette Office.*

STRAYED, from No. 52, Nepean Sea Road, a BLACK CHINESE PUG DOG, white throat and grey paws. Name "CHIN-CHIN."

NOTICES.

NOTICE.—SEALED TENDERS will be received by the MUNICIPAL COMMISSIONER for the City of Bombay for the following CONTRACTS, for the year 1875:—

1. Supply of Petty Stores .... Up to 8th proximo.
2. Scraping the Roads .... Ditto.
3. Road Watering .... Up to 9th proximo.
4. Supply of Road Metal .... Ditto.
5. Do. of Sandstone .... Ditto.
6. Do. of Coal .... Ditto.
7. Do. of Carts and Bullocks .... Up to 10th proximo.
8. Annual repairs to Municipal Buildings .... Ditto.

Printed Forms of Tenders, Specifications, and Conditions of Contract can be had on payment at the Office of the Undersigned.

The Municipal Commissioner does not bind himself to accept the lowest or any Tender.

By Order of the Municipal Commissioner,

RIENZI WALTON, C.E.,
Executive Engineer, Municipality.

Bombay, Executive Engineer's Office, 29th September 1874.

THE BOMBAY BURMAH TRADING CORPORATION (LIMITED).

ધી બોંબે બરમા ટ્રેડીંગ કારપોરેશન લીમીટેડ.

धी बोंबे बरमा ट्रेडींग कारपोरशन लिमीटेड.

NOTICE is hereby given, that the TRANSFER BOOKS of the CORPORATION will be CLOSED from the 25th SEPTEMBER to the 5th OCTOBER, both days inclusive, and that the DIVIDEND of Rs. 240 per SHARE will be PAYABLE on, and after the 12th IDEM.

By Order of the Board of Directors,

WALLACE & Co.,
Secretaries, Treasurers & Managers.

Bombay, 24th September 1874.

MOFUSSIL COMPANY (Limited).—NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the Shareholders will be held at the Registered Office of the Company, in Elphinstone Circle, on SATURDAY, the 10th October 1874, at 3 o'clock P.M., for the purpose of confirming the following Special Resolutions passed at an Extraordinary General Meeting of the Shareholders held on the 23rd day of September 1874:—

That Clause 76 of the Articles of Association of the Company be amended by deleting therefrom that portion thereof commencing with the word "annul," in the 4th line thereof, and ending with the word "may," in the 13th line thereof, both words inclusive.

2. That Clause 77 of the said Article of Association be amended by deleting therefrom so much thereof as follows:—the word "Special Resolution" in the 4th line of the said clause, namely, that portion thereof commencing with the words "a Resolution being" down to the end of the said Clause.

3. That the Directors be authorised to increase the present Capital of the Company by the issue of 625 additional shares of the nominal value of Rs. 400 each, of which Rs. 250 shall be paid-up on allotment. That the said Shares shall be offered in the first instance at Rs. 400 each, at a premium of Rs. 50 per Share, to those Shareholders of the Company whose names appear on the Register of the Shareholders of the said Company on the 5th day of September 1874, and who shall apply for the same on or before the 15th day of November next, in the proportion of one such new Share for every four Shares standing in the name of the Shareholder or Shareholders so applying for the same, and the said new Shares or so many of them as may be so applied for shall be allotted by the Directors to the said Shareholders in the proportion aforesaid, on payment of the sum of Rs. 400 per Share as aforesaid, and that any and all the Shares of the said new Issue which shall not be so applied for and allotted in manner aforesaid, or which shall remain unallotted after such allotment shall have been [illegible] to such Shareholders in the proportion aforesaid, shall be sold by Public Auction, for the benefit of the Company, and the proceeds thereof, as well as of those allotted and taken up on or before the 15th day of November, shall be applied towards Liquidation of the Debts of the Company.

4. That for the purpose of carrying out the provisions of the last Resolution the Directors be authorized to issue such a number of quarter Shares of the nominal value of Rs. 400 per whole Share as may be necessary.

By Order of the Directors,

W. NICOL & Co.,
Secretaries & Treasurers.

Bombay, 24th September 1874.

PURVEYING AND GENERAL AGENCY.

[illegible] CONSTITUENTS, both in Bombay and [illegible] for the patronage and support they have hitherto [illegible] extended to him, and solicits the continuance of that support in both the supplying of their daily requirements as well as that of every necessaries, such as Clothiery, Furniture, Crockery, Wines, &c.

Receiving and Despatching Packages to and from Europe and India.

Crawford Market.

ALL PERSONS indebted to, or who have Claims upon, the Estate of the late BRIGADIER-GENERAL SHEWELL are requested to communicate with the Undersigned by One Month after This Date, after which no Claims will be recognized.

A. M. SHEWELL, Major, Staff Corps,
Administrator to the Estate.

Marine Lines, Bombay, 1st October 1874.

FOR SALE, the Property of the MIRZAPORE and CENTRAL INDIA COTTON CLEANING and SCREWING COMPANY, Limited, in Liquidation, consisting of 3 PUCKA and 3 AUXILIARY SCREWS, 2 WOODEN SCREWS, with all Plant.—Apply to

SIR JOHN WEMYSS, Bart.,
Official Liquidator, Mirzapore.

JOHN MOIR AND SON,
ABERDEEN,

would direct attention to their Ration Hams, Sausages, Soups, &c., all prepared by their new process.

THEIR JAMS, JELLIES AND MARMALADES are all pure as labelled, not adulterated with pulp of other fruit.

SUN FIRE OFFICE, LONDON.
ESTABLISHED 1710.

INSURANCES effected upon Merchandise, Warehouses, Shops, Dwelling-houses, and their contents, in Bombay and the Mofussil, at the Current Rates.

CLAIMS arranged by the local Agents, and paid with promptitude and liberality.

PEEL, CASSELS, & Co., Agents.

ABERDEEN POLISHED GRANITE for MONUMENTS, in Red and Blue, from £5-0-0, free on board ship for any part of India. Inscriptions accurate and beautiful. Plans and prices free from JOHN W. LEGGE, Aberdeen, Scotland.

P. HAMILTON & CO.,
UNDERTAKERS AND SCULPTORS,
No. 6, Clare Road, Byculla.

HAS some very handsome MARBLE MONUMENTS, Raised Cross Tombs, Headstones, Monumental Crosses for Adults and Children of various designs. Inscriptions done in lead, very durable. Wall Tablets for Offices, neatly executed, and some very nice English Railings of all sizes.

Plain and Figured Memorial Cards for presentation, of all sizes.

FOR SALE, by the Undersigned a few small LOTS of SHERRY from Messrs. KENNAWAY & Co., of Exeter and London, just landed ex CARMARTHENSHIRE.

Black	Seal ......" Puro"	at Rs. 22	per dozen.
Green	,, ..." Oloroso"	at ,, 25	,,
White	,, ..." Romano"	at ,, 26	,,
Yellow	,, ..." Manzanilla"	at ,, 27	,,
Chocolate	,, ..." Aroma"	at ,, 28	,,
Blue	,, ..." Fino"	at ,, 29	,,
Red	,, ..." Amontillado"	at ,, 31	,,

SIR CHARLES FORBES & CO.

HAMILTON AND CO.,
JEWELLERS, GOLDSMITHS AND SILVERSMITHS
In Ordinary to H. E. the Viceroy of India,
WATCH AND CLOCK MAKERS,
Hummum Street, Bombay,

Have just received a further supply of

CHRISTENING PRESENTS.

	Rs.		Rs.
SILVER MUGS, richly gilt inside, and handsomely chased or engraved	30	to	70
,, ditto, and in morocco cases	35	to	120
,, and sets of Knife, Fork, and Spoon, in morocco cases	20	to	100
,, ditto, ditto combined, in case	54	to	180
,, BOWL AND SPOON, in case	100	to	170
,, FEEDING BOTTLES	30	to	40
,, PAP BOATS	16	to	28
SILVER Corals and Bells with Whistle	11	to	50
CORAL NECKLACES AND SLEEVE TIES, with gold clasps, 2 and 3 rows	25	to	50
MUSICAL BOXES, especially made for children	6	to	20

MORE EXPENSIVE SETS MADE TO ORDER.

Solid Gold sets of knife, fork, and spoon......Rs. 200 to 350.
Ditto sets of knife, fork, spoon, and mug... ,, 550 to 850.

CASHMERE WORK.

A large supply of this beautiful silver work just to hand, consisting of claret-jugs, cruets, salvers, goblets, mugs, muffineers, &c.

THE LATEST NOVELTY IN CARRIAGE AND PALANQUEEN CLOCKS.

Carriage Clocks of very best finish, chiming quarters and half hours on sweet toned gongs, compensation balance, and all the latest improvements, in morocco cases, Rs. 165.

The Army and Navy Clocks, and Time-pieces, Rs. 50 to Rs. 35.

Carriage Time-pieces, exactly the same in appearance as the above Clocks, but without striking movement, Rs. 50.

The Mignionette or Lilliputian Carriage Clock, standing 3 inches in height, and going for 8 days. A very attractive novelty, and forming a charming adjunct to a Lady's Boudoir. It possesses a lever movement of exquisite finish, with compensation balance, in richly gilt or enamelled case, and with neat outer velvet or morocco case, Rs. 80 to 180.

Sketches and designs of Race Plate, Rifle and Regatta Cups, sent post free on application.

Catalogues and Price Lists post free on Application.

HAMILTON & Co.

ESTABLISHED 1751.

THE BEST ENGLISH WATCHES.

GOLDSMITHS' ALLIANCE, LIMITED,
(Late A. B. Savory & Sons),
WATCH AND CLOCK MAKERS,
11 & 12, CORNHILL, LONDON, ENGLAND.

Request the attention of purchasers to their celebrated Patent Lever Watches, which, being manufactured by themselves on the premises, are confidently recommended for accuracy and durability.

The following are specially adapted for India:—

PRICES OF SILVER WATCHES.

	£	s.	d.
Patent Lever Watch, jewelled, enamel dial	4	14	0
Ditto, jewelled in 4 holes and capped	6	6	0

In hunting cases, 10s. 6d. extra.

GOLD WATCHES (size for Ladies).

	£	s.	d.
Patent Lever Watch, richly engraved case, gold dial, jewelled, &c.	12	12	0
Ditto, keyless, in plain or engine-turned case, jewelled in 6 holes	21	0	0

GOLD WATCHES (size for Gentlemen).

	£	s.	d.
Patent Lever Watch, jewelled in 6 holes, in plain or engine-turned case	18	18	0
Ditto, keyless, jewelled in 10 holes, in plain or engine-turned case	27	6	[illegible]

Gold Watches in hunting cases, £3 3s. extra.

A Warranty is given with each Watch.

Orders addressed to the GOLDSMITHS' ALLIANCE, LIMITED, 11 and 12, Cornhill, London, accompanied by a remittance of 20 per cent., will be forwarded through their Agents,

Messrs. EWART, LATHAM & Co., Bombay;
Messrs. PARRY & Co., Madras;
Messrs. [illegible], LOWE, & Co., Calcutta;
Messrs. GILLANDERS, ARBUTHNOT, & Co., Calcutta.

Pamphlet on Watches, gratis and post free.

BADHAM AND COMPANY'S
SPECIAL KIT
for
OVERLAND PASSENGERS AND TRAVELLERS,
READY FOR IMMEDIATE USE.
CASH PRICES.

	Rs. a.
Deck Suits	10 to 16 8
Overland ,, ...	25 0
Warm ,, ...	30 0
Overcoats and Invernes Capes from	35 0
Dressing Gowns	9 to 29 0
Pyjamas	13 0
Oxford Shirts	16 0
White do.	14 8
Best Shrunk Flannel	18 0
Silk and Wool	18 8
Printed Cambric Shirts	4 to 4 8
Soun Silk Shirts	15 0
Under Vests	3-8 to 6 0
,, Pants	6 to 8 0
Travelling Caps	3 8
Travelling Hats	3 8
Cardigan Jackets very warm	9 8
Sheets per pair	9 8
Pillow Cases each	1 4
Portmanteaus .... or	12 8 50
Overland Trunks	28 0
Solid Leather	49 0
Extra Large	75 0
Black Hide Bags	11 8
Extra Large	24 0
Cash Bags	6 12
Courier Bags	4 8
Money Belts	2 8
Soiled Linen Bags	4 12
Tiffin Baskets fitted	17 to 21 0
Air Pillows	5 0
Travelling Do	1 8
English Feather	7 8
,, Horse Hair	7 8
Cork Mattrasses	13 8
Rug Straps	1 8
Waterproof Coats	10 0
Linen Faced Collars, doz.	0 12
Linen ,, ,,	6 0
Cambric Handkerchiefs ,,	3 0
Cotton Socks .... ,,	11 2
Warm do. .... ,,	15 8
Bathing Drawers, each...	2 0
Sponge Bags	2 0
Sponges	3 8
Soap Boxes	1 8
Tooth Brush Guards	0 12
Tooth Brushes	0 8
Nail Do.	0 14
Hair Brushes and Combs in Russia case	9 8
Blankets .... each	10 8
Long Rugs or Scotch Mauds from	10 to 15 0
Rezais or Quilt	7-8 to 12 8
Best Beech Overland Chairs from	7-8 to 12 8
Umbrellas with cover	9 0
Warm Gloves	1 14
,, Mitts	1 8
,, Mufflers	2 12
Pin Scarfs from	0 12
Sailor's Knot from	1 8

Folding District or Croquet Chairs with fancy Carpet Seats, Rs. 9-8.

A LARGE STOCK OF READY MADE CLOTHING ALWAYS ON HAND.

BADHAM AND COMPANY,
23, RAMPART ROW. BOMBAY.

SPECIAL ANNOUNCEMENT.

ASQUITH AND COMPANY'S
NEW STOCK
For the coming Season is now landed.

THE FIRST SHOW DAY
will take place
THURSDAY, 1st OCTOBER, 1874.

Complete Sets of Patterns, with the New Catalogue, forwarded to *Mofussil Residents* Post Free on application.

THE OVERLAND KIT WAREHOUSE,
23 & 24, [illegible] STREET, BOMBAY.

NOTICES.

MESSRS. CAMPBELL & CO.,
TOBACCO PLANTERS,
CHEROOT, CIGAR AND CIGARETTE MANUFACTURERS,
DINDIGUL, MADRAS PRESIDENCY,

Have opened a Depot for the sale of their Cheroots, at EAST STREET, POONA.

PRICES IN POONA.

"A" OR CAMPBELL'S "PLANTATION" BRAND,"
CHEROOTS AND CIGARS IN CEDAR BOXES.

No. 1	Large Cheroots	per 1,000	Rs. 24
,, 2	Medium size Cheroots	,,	21
,, 3	Small or Cheroots	,,	[illegible]
,, 5	Large "Manilla"	,,	21
,, 4	Small "Havannahs"	,,	15
,, 6	Medium do.	,,	21
,, 7	Large do.	,,	23
,, 8	Tiny Manillas or Office Cheroots	,,	10

"C" OR TRICHINOPOLY BRAND,
CHEROOTS WITH STRAWS.

No. 1	Large Dawson's	per 1,000	Rs. 20
,, 2	Medium do.	,,	15

Messrs. CAMPBELL also allow a DISCOUNT of 10 per cent. on the Cash purchase of 2,000 Cheroots and a DISCOUNT of 10 per cent. on a Cash purchase of 10,000 Cheroots of "A" or Plantation Brand—i.e. the best Brand.

All Orders must be accompanied by Cash.

"PLANTATION WORKS"
DINDIGUL,
MESSRS. CAMPBELL AND CO.,
East Street, Poona.

1st October 1874.

DEPOT IN ENGLAND,
12, King Street, Cheapside, London.

FAVRE, LEUBA, AND CO.,
4, HORNBY ROW,

BEG to draw the attention of the PUBLIC to their NEW STOCK of

SQUARE PALANQUIN TIME-PIECES, 5½ by 3 1/4 inch.

PATENT LEVER ESCAPEMENT, with Alarm, Rs. 80.

This Clock can be highly recommended for its shape and correctness in going.

SILVER OPEN-FACE KEYLESS WATCHES, Patent Lever Escapement .... Rs. 40

SILVER OPEN-FACE KEYLESS CRYSTAL BACK WATCHES, Patent Lever Escapement .... Rs. 40

BOTH WATCHES ARE GUARANTEED FOR ONE YEAR.

VIRGIN CORK.

FOR FERNERIES, ROCKWORK, ARBOURS, WINDOW BASKETS, FLOWER STANDS, GROTTOS, BRACKETS, CASCADES, and for covering old walls; also as a protection from the rays of the Sun.

THE LONDON AND LISBON CORKWOOD COMPANY, Limited, of 28 Upper Thames Street, London, will execute orders for VIRGIN CORK, packed in Canvas, on the following terms:—

Cost and Freight to Bombay 50 shilling per cwt., payment by Draft at sight on a London House, in Exchange for Bill of Lading.

BOURNE AND SHEPHERD,
PHOTOGRAPHIC ARTISTS,
No. 10, RAMPART ROW, BOMBAY
(Near the Esplanade Hotel)
ALSO AT
CALCUTTA AND SIMLA.

STUDIO FOR PORTRAITURE OPEN DAILY FROM 9 A.M. TILL 4 P.M.

UPWARDS OF 3,000 PHOTOGRAPHS OF INDIAN SCENERY

Always on view.

These Photographs represent scenes in Cashmere, N. W. Provinces, the principal Hill Sanitaria, the snowy ranges of the Himalayas, Neilgherries, Southern India, Ceylon, Calcutta, Bombay Presidency, Rajpootana, and Burmah.

COLOURING.

Portraits painted in Oil or Water Colour, from the smallest Miniature up to the size of Life.

PETROLEUM LAMPS!
LAMPS. LAMPS.
WRIGHT AND BUTLER,
MANUFACTURERS AND EXPORTERS,
BIRMINGHAM.

Table, Street, and Station Lamps and Lanterns of all descriptions. Chandeliers, Brackets, &c., in great variety.

Lamps fitted with American or any other description of Burner. Patentees of the celebrated

"ECLIPSE"—NO CHIMNEY BURNER!

Specially adapted for up-country districts, as all breakage of chimneys is avoided, and the light given much greater than that of any other burner same size wick. Photographs and Books containing over 500 designs upon application. Indents must be sent through an English house or covered by drafts 60 d/s.

ONE BOX OF CLARKE'S B 41 PILLS

IS warranted to cure all discharges from the Urinary Organs, in either sex, acquired or constitutional, Gravel and Pains in the Back. Sold in Boxes, 4s 6d each, by all Chemists and Patent Medicine Vendors.

Sole Proprietor, F. J. CLARKE,
APOTHECARIES' HALL, LINCOLN, ENGLAND.

EXPORT AGENTS.

Burgoyne, Burbidges and Co., Coleman Street, London.
Newbery and Sons, 37 Newgate Street, London.
Barclay and Sons, 95 Farringdon Street, London.
Sanger and Sons, Oxford Street, London.
And all the London Wholesale Houses.

AGENTS FOR THE BENGAL PRESIDENCY.
Smith, Stanistreet and Co.; Bathgate and Co., Calcutta.
AGENTS FOR THE BOMBAY PRESIDENCY.
Treacher and Co.; Bolton and Co.
AGENTS FOR THE MADRAS PRESIDENCY.
Barrie and Co.; De Beaux and Co.; Scott, Masefield and Co.
AGENT FOR RANGOON.
The Rangoon Medical Hall.

NOTICES.

J. NEUBERG,
BOMBAY.

ANGLO-SWISS CONDENSED MILK,
BY DIRECT IMPORTATION FROM SWITZERLAND,
Rs. 27 per case of 4 dozen Tins,
Rs. 7 per single dozen.
FOR CASH ONLY.

NOTE.—Observe that the Genuine Swiss Milk has the words "prepared in Switzerland" written across the label in red ink.

OILMANSTORES,
BY
CROSSE AND BLACKWELL,
BELOW COST PRICES TO CLEAR STOCK.

A FRESH SHIPMENT OF
EPPS'S COCOA.

EAU DE STUTTGART,
DOUBLE SURFINE,
IMMEASURABLY SUPERIOR TO THE USUAL
EAU DE COLOGNE,
RS. 6 PER CASE OF 6 BOTTLES.

BASS' BEER,
BOTTLED BY
CAMERON AND SAUNDERS.

QUARTS, in Casks of 3 dozen each ......Rs. 5 12 per doz.
PINTS, do. 6 do. ...... ,, 3 12 do.
IMPERIAL PINTS, do. 4 dozen each... ,, 4 12 do.

GUINNESS' STOUT,
BOTTLED BY
SPARKS AND MOLINE.

QUARTS, in Casks of 3 dozen each ......Rs. 6 0 per doz.
PINTS, do. 6 do. ...... ,, 4 4 do.
SINGLE DOZENS AT FOUR ANNAS PER DOZ. EXTRA.

J. NEUBERG,
MEADOW STREET, BOMBAY.

HULSE'S
SILVERING PASTE,
WARRANTED NOT TO CONTAIN ANY MERCURY,

For Cleaning and Reviving Electro Plate, Harness Mountings, &c.

BRASS AND COPPER ARTICLES EFFECTIVELY PLATED WITH THIS PASTE IN A QUARTER OF AN HOUR.

In pots, at Rs. 2 and 4 each.
Full directions with each Pot.
PREPARED ONLY
BY
HULSE AND NEPHEW,
MEDICAL HALL, AGRA.

ROWLAND AND CO.,
SADDLERY AND HARNESS ESTABLISHMENT,
19, MEADOW STREET AND RAMPART ROW,
BOMBAY.

Every description of SADDLES, BRIDLES, HARNESS, HORSE-CLOTHING, SADDLE CLOTHS, HUNTING, RIDING and DRIVING WHIPS, always on hand.

ORDERS promptly attended to, and the repairs of Saddlery, Harness, &c., carefully executed.

OUTSTATION ORDERS should be accompanied by a REMITTANCE or Reference for Payment in Bombay.

MESSRS. HEPTOOLA ALLEEBHOY AND COMPANY,
22, APOLLO STREET, OPPOSITE THE SECRETARIAT,

BEG respectfully to invite the attention of Merchants, Captains of Vessels, Contractors, and the Public in general, to their large Stock, consisting of SHIP CHANDLERY of all sorts, including Anti-fouling Composition for the bottoms of Steam-vessels, and every description of Engineering Plant for the repairs of Steamers, &c., &c. All articles supplied will be of the best quality and at moderate rates, and Orders will meet with prompt execution, and be carried on in a manner which, they trust, will meet with approbation and a continuance of favours. A few articles on hand enumerated below, which may meet with attention:—

Fancy Fireworks, English Manufacture.
Best Manilla Rope, at Rs. 38 per cwt.
Do. Coir Rope, at Rs. 10 per cwt.
Do. Tarred Hemp Rope (Europe), at Rs. 22 per cwt.
Steam Engine with boilers, complete.
Iron Chests and Cupboards of sizes.
Pumps of sorts.
Kerosine Oil, best quality.
Best Europe Canvas.
Peacock's and McInnes's Anti-fouling Composition.
McDougall's Disinfecting Powder.
Taps and Dies (Whitworth's), complete in cases.
Low Moor Iron Bars, Plates and Rivets.
Iron, English, Swedish, and Yorkshire, of every description.
Copper and Brass Pipes of sizes.
Roman and Portland Cement in Paint Oil of various sorts.

Casks.	Fire Engines complete.
Corrugated Iron.	Traversing Screw Jack.
Jim Crows.	Belting of sizes.
Smiths' English Bellows.	Clear Cloth.
Floor Cloth.	Iron Tanks of sizes.
Roller Skins.	Fire Bricks.
Bending Twine.	

N.B.—The Trade supplied at moderate rates.

GUNS, RIFLES, REVOLVERS.
SOUNDY, & Co.,
SOLE APPOINTED AGENTS FOR
LINCOLN JEFFRIES & Co.'s

Celebrated Sporting Guns and Rifles, and Patent Side Motion Gun.

Also GUNS and RIFLES, by
LEFAUCHEUX OF PARIS,

PIN or CENTRAL FIRE BREECH-LOADERS, ROOK or SALOON RIFLES and PISTOLS, MARTINI HENRY RIFLES.

SOUNDY & CO.,
BOMBAY.

NOTICES.

DESCHAMPS AND CO.,
(MADRAS AND BOMBAY),
CABINET & BILLIARD-TABLE MAKERS,
CARRIAGE BUILDERS,
AND
GENERAL MANUFACTURERS,
NEXT TO KEMP & CO.'S,
BOMBAY,

HAVE added to their business, CARRIAGE BUILDING of EVERY DESCRIPTION of the BEST MAKE, combining Elegance of Design, Superior Finish, and lightness of Construction.

BROUGHAMS, with 2 and 4 Seats, for one or a pair of Horses.

PILINTHUMS, very light Evening Carriages, 4 Seats, for 1 and 2 Horses.

PALANKEEN COACHES, with Venetians and Glass all round, comfortable for 4 persons, and well suited for Indian Climate.

MAIL PHAETON and WAGGONETTES, for 4 to 8 persons, with Patent Revolving Back Seats.

DOG CARTS, 4 and 2 Wheels, with or without Tops, American and London Patterns.

PONEY PARK, VICTORIA and BASKET PHAETONS, very light, for 2 and 4 persons, for 1 or a pair of Ponies or a Horse.

CANOE BAROUCHES, newest pattern, received from London, Paris and Vienna; handsome Carriages for a pair of Horses.

STATE CARRIAGES, with gilt and plated mountings, lined with the richest Silk and Damask.

BREAKS, MAIL COACHES, and other CARRIAGES made to order.

BILLIARD TABLES—Full size, 12 by 6 feet, with adjusting screw legs, slate or marble Tops, Thurston's Rubber Cushions, 3 Billiard Balls, Cues and Stand, Marking Board and Rule of the Game. Rs. 1,000.

BILLIARD CLOTH—18, 20, and 22 Rs. per yard.

Sets of Billiard Balls, 2 1-16 inch club size, Rs. 25, also 2¼ inch Rs. 24, and 2 inch Rs. 22.

Pyramid Balls, per set of 15, Rs. 110. Pool Balls, per Set of 12 [illegible]

Cue Stands for 6 Cues, Square or Revolving. Cues, ordinary Rs. 3, Half rich Rs. 4, and rich inlaid from 6 to 10 Rs. each.

Cement in phials Re. 1. Cue Tips 12 as. per dozen.

Cue Tip Fasteners, Rs. 4. Cue Tip Cutters, Rs. 4.

Billiard Chalk, Rs. 1-8 per Dozen.

Spare Slates, Spirit Levels, &c., &c.

BAGATELLE BOARDS—Improved pattern with rubber cushions, Pockets, screw Legs for levelling, size 10 by 3 feet, 3 inches, Rs. 250.

Ditto from 100 to 250 Rupees, according to size and materials used.

CROQUET SETS—Made particularly for Indian Climate, club size, Rs. 35. Cavendish, Rs. 45.

MARBLE PAVEMENTS—1 Foot Square, white and black.

MINTON'S PAVEMENTS—1 inch squares of various handsome Patterns with borders, Rs. 2-8 per square foot.

ICE MACHINES, 2 and 4 Decanters, new model, acting as a Pump, gives 2, 3 and 4 decanters of Ice Water in less than 3 minutes, and cannot get out of order; gives also 2 large lumps of Ice.

Pier Glasses in rich gilt frames, all sizes, from 5 feet to 18 feet.

Carpetting and Borders, recently received, very handsome and new patterns.

ESTIMATE AND ILLUSTRATED CATALOGUE FORWARDED.

G. NICOLL & CO.,
BOOT AND SHOE-MAKERS,
30, MEADOW STREET, BOMBAY,

Have always on hand a very select Stock of Ladies', Gentlemen's, and Children's Boots and Shoes.

FOR SALE AT THIS OFFICE.

THE ACT of PARLIAMENT constituting the HIGH COURT of BOMBAY, with the Letters Patent and other Documents relating to the same. Price RUPEES THREE.

WINES, SPIRITS, BEER, &c.

FOR SALE, JUST ARRIVED per Steamer FLORA, from Trieste—

VIENNA BEER, in 4 dozen Cases, at Rs. 6½ per dozen.
HUNGARIAN WINES, in 1 dozen cases, RED and WHITE, at Rs. 15 and 18, or 2 dozen Pints, at Rs. 16 and Rs. 20.

Apply to the Godown-keeper of

A. C. GUMPERT.

28, Bombay Green, opposite the Custom House.

GENUINE HUSCHKE'S
COLOGNE WATER, manufactured only by
F. MARIA FARINA,
No. 4,711,
COLOGNE.

Sole Agents for HUSCHKE'S COLOGNE WATER, and all [illegible] Perfumery, manufactured by F. MARIA FARINA, No. 4,711, COLOGNE.

BELL, BRANDENBURG & Co.

NOTICE.

MESSRS. CUTLER, PALMER & CO.,

WINE MERCHANTS TO H. M. THE QUEEN,
&c., &c., &c.

ESTABLISHED IN LONDON AND BORDEAUX, 1815;
ESTABLISHED IN BOMBAY, 1842.

To counteract in some measure the necessity for increasing the Prices at per Dozen of Sherries and Cognac, we have, with the permission of Her Majesty's Customs, introduced a distinct description of package, thereby saving to the Consumer the cost of bottles, cases, corks, freight, dock charges, as well as labor. This package consists of 4-Gallon Jars, admirably adapted for the preservation of Wine, and so protected as to ensure them both against pillage or breakage, the Jars being wickered, and a Trade Mark safety Label placed on each cork.

The economy to the Consumer is considerable, as will be seen by reference to the subjoined quotations:—

Rs. a.	Rs. a.
2 Doz. (4 Gallons) Sherry, golden seal, very pale, dry and delicate ...cost 50 0	4 Gallons in Jar, Sherry, blue label, very pale, dry, and delicate .... 48 0 NOTE.—*This is a Special Wine, which we are now supplying for the first time, with the view of shipping it exclusively as our blue seal.*
2 Doz. (4 Gallons) Sherry, yellow seal, pale, medium colour ......cost 41 0	4 Gallons in Jar, Sherry, yellow seal 33 0
2 Doz. (4 Gallons) Sherry, white seal; a good dinner wine ......cost 34 0	4 Gallons in Jar, Sherry, white seal 27 0
2 Doz. (4 Gallons) Cognac No. 1, superior fine old pale .... cost [illegible]	4 Gallons in Jar, Cognac, No. 1 .... 61 8

The Jars can be returned for refilling, being our intention to keep stocks of bright Wines and Cognacs in wood for this special purpose. In such case an allowance of Rs. 2 per Jar will be made, deducting all outlay for carriage to Godown.

2, DEAN LANE, BOMBAY.

VAUGHAN-JONES' "STANDARD"
GINGER BRANDY
AND
ORANGE BITTERS.

Qualities as supplied to the Gold Coast Expedition.

These celebrated Cordials are the "very things" for hot climates.

Manufactured and bottled under REVENUE INSPECTION in London, and protected to Consumers by New Style Capsule. The Celebrated "STANDARD" CHERRY BRANDY, &c. to be had of all Dealers, and Wholesale only at [illegible] WATER LANE, LONDON.

Ask for VAUGHAN-JONES'.

COMMERCIAL INTELLIGENCE.

THURSDAY EVENING, 1st October, 1874.

Yesterday's Liverpool Cotton Market closed steady, sales 15,000 bales; prices on the spot unchanged, but Mid Uplands, Oct.-Nov. shipment, was quoted at 7 15/16d., an advance of 1/16d. per lb.

This morning's market opened quiet but steady, probable sales 12,000 bales, imports 1,000. In New York, Mid Uplands on the spot were quoted at 16¼ cents, a decline of ⅛, while "futures" were ⅛ higher. The previous day's receipts at the American ports were comparatively heavy, 9,000 bales, the exports to Great Britain being 3,000 bales.

Coffee continues to be the only article of general produce showing any fluctuation of moment, yesterday's quotations representing a decline of 2s. per cwt.

Consols this morning open at 92⅛, a decline of ⅛; French Rentes at 99⅞, a fall of ⅛; Bar Silver is unaltered at 57 15/16 per oz.

Sterling Exchange has been extremely quiet, and although rates are not quotably altered the feeling if anything is weaker. We quote:—

Bank Bills, on demand .... 1s. 10 1/16d. per Rupee.
Bank Bills, 6 months' sight .... 1s. 10⅛d. ,,
Credits, 6 months' sight .... 1s. 10¼d. ,,
Document Bills, 6 months' sight ... 1s. 10 9/16d. ,,

Rates on Calcutta are unaltered, nor have we heard of any actual transactions. The same remarks apply to Government Paper.

The Share Market is not quite so active for Spinning Companies, and in some cases a decline in values has been established. Bank of Bombays are steady and Mazagon Land firm at an advance of Rs. 5 per share.

The enquiry for Cotton has been rather more active, but no extent of business has resulted, and prices are unaltered. Arrivals continue most limited, the quantity yesterday being only 137 bales.

Freights are dull at £1-18-9 by steam; sailing ship no quotation.

Piece Goods are being more freely dealt in at slightly reduced prices, but the demand is still comparatively slow.

BANKS.

No. of Shares	Nom. value p. sh.	Paid up.	Last dividend	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	5 p.ct.	Agra Bank	93
22,000	1,000	all	11 p.ct.	Bank of Bengal	1,420
10,[illegible]	500	all	12 p.ct.	Do. of Bombay New ...	700
10,000	500	250	12 p.ct.	Do. 2nd Res. issue	[illegible]
5,[illegible]	1,000	all	8 p.ct.	Do. of Madras	1,900
10,000	2[illegible]	all	[illegible] p.ct.	Chartered Mercantile Bk of I. L. & China	300
40,000	25l.	all	12 p.ct.	Hong. & Shanghai Bank	400 al.
40,000	20l.	all	5 p.ct.	Chartered Bk. of I. A. C.	175
10,000	25l.	12l.	[illegible] p.ct.	National Bank of India ...	121
[illegible]	25l.	all	12 do.	Oriental Bank	315

SPINNING AND WEAVING COMPANIES.

620	4,250	all	150*	Alexandra Spinning	1,560
600	2,500	all	200*	Alliance Spinning	3,[illegible]
8[illegible]	2,000	all	..	Bhownuggur M. & P. Co	2,160
900	1,000	all	100rs*	Bombay United	1,650
1,[illegible]	1[illegible]	110	25*	Broach Mills	295
9[illegible]	1,000	500	..	Colaba Spinning	1,17[illegible]
4,[illegible]	4,0[illegible]	all	40 p.s	Dhurumsey Spinning ..	1,[illegible]
1,500	1,25[illegible]	all	125 p.s	Fleming S. W. Co.	1,310
1,500	1,000	all	11[illegible] p.s	Great Eastern	1,540
700	1,000	all	...	Hindustan S. W. Co......	[illegible]
750	1,000	all	60 p.s	Jewraj Balloo Mills ...	1,625
500	1,000	1,000	...	Khandeish Spinning	1,280
300	4,000	1,000	...	Madras Spinning	1,275
850	1,000	550	65 p.s*	Madras U. Spinning	1,025
[illegible]	1,000	all	...	Manockji Petit's	1,580
[illegible]	1,0[illegible]	1,0[illegible]	23 p.s*	Morarjee Spinning	1,560
4,[illegible]	6[illegible]	all	40*	Oriental	[illegible]
600	1,250	250	...	Prince of Wales Spinning	290
[illegible]	[illegible]	1,000	150 p.s	Soonderdas Spinning ...	1,050
600	1,000	250	2[illegible] p.s	Do. do. 1/4 share	410

* Per share for the half-year.

SHIPPING INTELLIGENCE.

The Ship Burmah, 1,174 tons, Captain W. M. Nicholson, will sail to-day in ballast for Rangoon.

The Barque Superb, 758 tons, Captain N. C. Neilson, will sail to-day for Penang, with a cargo of 25,240 Indian maunds salt.

The B. I. S. N. Co.'s s.s. Almora, 1,714 tons, Captain D. McCallum, arrived in harbour yesterday from Calcutta, (September 17th), with a cargo of 6 packages twist, 6 cases tea, 2,887 bags rice, 4[illegible] packages twine, 10 bottles quicksilver, 18 packages pepper, 15 packages oil, 3,338 packages gunnies, 7,804 bags sugar, and 1 package silk.

The B. I. S. N. Co.'s s.s. Kurrachee, 310 tons, Captain G. Nailer, arrived in harbour yesterday from Kurrachee (September 28th), with a cargo of 68 bales wool, 1 case Ordnance store, 2 cases Sind work, 1 parcel hats, and some packages transhipment cargo. She brought the following passengers:—Colonel Hogg and servant, and fourteen deck passengers.

The P. and O. Co.'s s.s. Lombardy, 1,786 tons, Captain E. M. Gilson, which arrived in harbour on the 30th ultimo, from Southampton (3rd September), via the Suez Canal, brought the English mail and the following cargo:—14 packages specie, 178 packages wine, 586 bundles iron, 26 kegs nails, 253 packages beer, 10 bottles quicksilver, 374 packages twist, 24,929 bricks, 590 bars and 4,913 bundles iron, 14 packages medicine, 6 cases vinegar, 6 cases copper sheets, 5 cases buttons, 65 packages oilmanstores, 6 cases perfumery, 12 cases hats, 3 cases boots, 5 cases screws, 87 cases brass sheets, 420 packages cotton, 40 casks empty bottles, 172 packages papers, 14 cases books, 200 tons coals, and some packages of merchandise, and some packages transhipment for different ports.

ARRIVALS.

Oct.	Vessel.	Commander.	From.
1	Kurrachee (s)	Nailer	Kurrachee, Sept. 28.
	Almora (s)	McCallum	Calcutta, Sept. 17.

DEPARTURES.

Oct.	Vessel.	Commander.	Destination.
1	Persia (s)	Metcalfe	Genoa, &c.
	[illegible]	[illegible]	Batavia.
	Belvidere	Gardner	Calcutta.

The following vessels obtained their port clearances yesterday:—
Ship Burmah, Nicholson, to Rangoon.
Barque Superb, Neilson, to Penang.

The barque Hogg, to New York, was entered out for loading yesterday.

CALCUTTA.

ARRIVALS.

Sept.
22 [illegible] (s) .... James .... [illegible], Sept. 23.
Anna Fleming ...... [illegible] ...... Liverpool, May 24.
Edward Carlwell ... John .... [illegible], Aug. 20.

MADRAS.

ARRIVALS.

Sept.
29 [illegible] (s) .... Southampton.
[illegible] (s) .... Liverpool.

STEAMER REPORT.

Galle, 1st October, 3-10 p.m.—Mail steamer Nubia from Australia arrived.

ADEN.

ARRIVALS.

April 7 Pehlwan, ss, Nacoda, from Bombay.
Aug. 6 Kwang Tung, B.M., Elton, from Perim.
23 Royal Visitor, ship, Roberts, from Cardiff.
27 Albula, ship, Peters, from Cardiff.
Sept. 9 Persia, ship, Duncan, from Shields.
10 Morning Star, ship, McMillan, from Newcastle.
11 French Empire, ship, Thompson, from Shields.
13 Stowell Brown, ship, Anderson, from Liverpool.
13 Samuda, Dutch [illegible], Van Rys, from Rotterdam.
15 St. Pierre, [illegible], from Mauritius.
16 Delhi, ss, Lee, from Suez.
16 Khiva, ss, Gaby, from Southampton.
16 Sindh, ss, [illegible], from Shields.
17 Benledi, ss, Buchanan, from Calcutta.
17 [illegible], ss, Walker, from Bombay.
17 [illegible], ss, Bosch, from Holland.
17 [illegible], ss, [illegible], from Trieste.
18 Jason, ss, P. De boer, from Batavia.
19 Somerset, ss, Darbishire, from London.
19 [illegible], ss, [illegible], from Sea.
20 Chancellor, ss, Reynolds, from Calcutta.
20 [illegible], ss, [illegible], from Bombay.
21 Flintshire, ss, Lee, from Singapore.
22 Edward Barrow, ship, Cartmer, from Cardiff.
22 Historian, ss, Lupton, from Galle.
22 King Arthur, ss, Johnston, from Bombay.
23 Atalanta, ss, Shaw, from Calcutta.
23 Constance, ss, Summerton, from W. Hartlepool.
23 Navarino, ss, Burkett, from Calcutta.

DEPARTURES.

Aug. 16 Delhi, ss, Lee, to Bombay.
17 Royal Visitor, ship, Roberts, to Rangoon.
17 Samuda, Dutch, Van Rys, to Atchin.
17 St. Pierre, ship, [illegible], to Mauritius.
17 Khiva, ss, Gaby, to Calcutta.
17 Sindh, ss, [illegible], to Marseilles.
17 Benledi, ss, Buchanan, to Genoa.
17 [illegible], ss, Walker, to Liverpool.
17 [illegible], ss, Bosch, to Achin.
18 [illegible], ss, [illegible], to Bombay.
19 Jason, ss, P. De boer, to Amsterdam.
19 Somerset, ss, Darbishire, to Calcutta.
20 Chancellor, ss, Reynolds, to London.
20 [illegible], ss, [illegible], to Suez.
21 [illegible], ss, [illegible], to New York.
21 Historian, ss, Lupton, to London.
22 King Arthur, ss, [illegible], to Liverpool.
23 Atalanta, ss, Shaw, to London.
23 Navarino, ss, Burkett, to London.

VESSELS IN HARBOUR.

Pehlwan, ss, Nacoda, from Bombay.
Kwang Tung, B.M., Elton, from Perim.
Albula, ship, Peters, from Cardiff.
Persia, ship, Duncan, from Shields.
Morning Star, ship, McMillan, from Newcastle.
French Empire, ship, Thompson, from Shields.
Stowell Brown, ship, [illegible], from Liverpool.
[illegible], ss, Darbishire, from London.
[illegible], ss, [illegible], from Sea.
Edward Barrow, ship, Cartmer, from Cardiff.
Constance, ss, Summerton, from W. Hartlepool.

DAILY IMPORTS.—October 1.

From Liverpool.

Parsee s, 160 boxes bar soap, Bhoymia Ebram; 5 bags corks, Merwanjee Maneckjee.

From London.

Ethiopia s, 500 kegs steel, 1 cask washer, 2 packages hardware, and 1 cask copper nails, Heptoola Allybhoy and Co.

DAILY EXPORTS.—October 1.

For Liverpool.

Paracuse s, 3 cases shawls, Paladass Moosadilal; 28 bales wool, Veerjee Vussonjee; 22 bales wool, Lilladhur Heerjee; 37 bales wool, Fazullabhoy Cassumbhoy; 36 bales cotton, Goodoo Premjee; 47 bales cotton, Damjee Pramjee; 210 bales wool, Finlay Scott, and Co; 17 bales wool, Alsen, Riebe and Co; 20 bales wool, Peerabhoy Camsey and Co; 74 cwts. linseed, S. Tyebjee and Co; 30 bales wool, Cursondass Nensey; 28 bales wool, Cullianjee Pitamber.

For London.

Mooltan s, 34 bales cotton Jairam Dyall; 250 bales cotton, Ralli Brothers; 25 packages Jalirgal, Mooljee Govindjee; 9 cases mustskey, and 4 bundles T. shell, Goculdass Herjeevan; 93½ cwts. horn, Hussain Noor Mamed.

For Marseilles.

Nizam s, 1,785 cwts. wheat and 675 cwts. gingelly seed, Ralli Brothers.

For Venice.

Nizam s, 100 bales cotton, E. Spinner and Co.

For Hongkong.

Delhi s, 1 case cambystone, Vundravan Jumnadass; 53 chests opium, Jairazbhoy Peerbhoy; 114 chests opium, E. D. Sassoon; 171 chests opium, E. D. Sassoon and Co; 83 chest opium, N. J. Abram.

For Shanghai.

Delhi s, 5½ chests opium, Goolraj Songanee.

WEATHER REPORTS.

Cannanore, 1st October, 4 p.m.—Weather clear, wind north-west, thermometer 84.

Canwar, 1st October, 4-30 p.m.—Weather fine, wind south-west, thermometer 79, barometer 29·96, rainfall 72 cents.

Mangalore, 1st October, 10-35 a.m.—Weather clear, wind south-east to south-west, thermometer maximum 80, minimum 73, wet bulb 77, barometer 29 84, rainfall 10 cents.

Tuticorin, 1st October, 5 p.m.—Weather fair, wind east, thermometer 86, barometer 29 89.

Vingorla, 1st October, 5-1 p.m.—Weather clear, wind south-west laid, thermometer 84, rainfall 81 cents.

TELEGRAPH LINE REPORT.

Kurrachee, 1st October, 8 p.m.—Latest dates from United Kingdom, via Russia, 1st October, 2-30 p.m. Latest dates from Continent of Europe, via Russia, 1st October, 12-11 a.m. Cable right to Fao; Turkish line right to Pera; Persian line right to London.

BOMBAY GOVERNMENT TELEGRAPH OFFICE—1st October, 8 p.m.

Latest dates from United Kingdom.

Via Russia, 1st October, 11-40 p.m., Greenwich time. Time in transit, 1 hours 21 minutes.

Via Suez, 1st October, 1-15 p.m., Greenwich time. Time in transit, 1 hour.

Latest date from Continent of Europe.

Via Russia, 1st October, 12-11 p.m., Greenwich time. Time in transit, 2 hours 13 minutes.

Via Turkey, 29th September, 5-00 a.m., Greenwich time. Time in transit, 12 hours 12 minutes.

Via Suez, 1st October, 10-30 a.m., Greenwich time. Time in transit, 2 hours 24 minutes.

Latest date from Australia.

Via Singapore, 1st October, 9 p.m. Time in transit 4 hours 9 minutes.

The time occupied in the transmission of messages to Bombay from 8 p.m. of the 30th to 8 p.m. of the 1st October is as follows:—

	Max.		Min.	
From Calcutta	3	3	0	3
,, Galle	1	23	0	29
,, Kurrachee	0	37	0	6
,, Madras	0	12	0	5

HIGH COURT.—2nd October.

[Before the Hon. Sir Charles Sargent, Knight.]

LONG CAUSES.

49-74—Craigie, Lynch and Owen—Byramjee Jeejeebhoy v Purmanundass Jeevundass—M. H. Khan—Part heard.

84-74—M. H. Khan—Purmanundass Jeevundass v Byramjee Jeejeebhoy—Craigie, Lynch and Owen.—Part heard.

312-73—Craigie, Lynch and Owen—Dinshaw Shapoorjee v Byramjee Nusserwanjee—Remington, Hore and Langley.

111-74—M. B. Barbhaya—Rajeebhoy Valley v Meherally Dossa and others—Tyabjee and Sayani.

118-74—Mr. Fletcher—Mariambebee, widow v Ameenabebee, widow.

[Before the Hon. Mr. Justice Bayley.]

LONG CAUSES.

641-73—Jefferson and Payne—Goswami Shri Girdharlaljee v Manoredas Gordhundas—Shaparjee and Thackordas.

85-74—Hearn and Cleveland—Govind Ronsordjee &c. v. Runsord Rughoonath and others—V Hurrychund.

770-73—Jefferson and Payne—Khimjee Jairam v Jamnabaee, widow—Shamrao Pandoorung.

814-73—Remington, Hore and Langley—Socabai v Luxmibai widow—Fletcher and Smith.

214-73—Tyabjee and Sayani—Thariabhoy Topan v Tarrachand Ramchunder—J C Cama.

353-73—Jefferson and Payne—Merwanjee Dhunjeebhoy v Nowrojee Hussangjee and others—Shapoorjee and Thacordas.

[Before the Hon. Mr. Justice Marriott.]

ECCLESIASTICAL SIDE.

In the matter of the Last Will and Testament of Assoo Gangjee, deceased,—Curreembhoy Ebrahim another—Macfarlane and Skipsey v Allaruckia Ruttonsey and another—J. C. Cama.

LONG CAUSES.

241-74—Chalk and Turner—Moonjee Vailljee and others v Moonjee Khetsey—Macfarlane and Skipsey.—Part heard.

297-74—Hearn and Cleveland—Kadarbhoy Premchund v Beppoojee Narayen.

345-73—M. M. Munshi—Chintaba Purshotum v Abdool Rozak—Tyabjee and Sayani.

131-74—Fletcher and Smith—Jehangier Hormusjee v Allarukia Sewjee—Hearn and Cleveland.

150-74—Remington, Hore, and Langley—Andrew John Macdonald v Peerbhoy Damjee and another—Tyabjee and Sayani and Jefferson and Payne.

MILITARY INTELLIGENCE.

ARRIVALS—September 30.

Ross, Major, Brigade Staff, from furlough, from England.
Elliot, Surgeon Major, Bengal Medical Department, from furlough, from England.
Blair, Lieutenant Colonel, Mhairwarra Battalion, from furlough, from England.
Money, Major, Bengal 3rd Sikhs, on leave, from Dera Ismail Khan.
Gowens, Lieutenant, Bengal 17th Cavalry, on furlough, from Sealkote.
Symonds, Lieutenant, Revenue Survey, from leave, from England.

October 1.

Hogg, Lieutenant Colonel, 1st Belooch Regiment, on leave, from Kurrachee.

DEPARTURES—September 30.

Melvill, Lieutenant Colonel, Bengal 19th Lancers, to rejoin, to Lucknow.

October 1.

Brown, Major, Bengal Staff Corps, on medical certificate, to England.
Hennell, Captain, [illegible] to England.
[illegible], Lieutenant, Staff Corps, to rejoin, to Poona.

BOMBAY ARMY ORDERS.

By His Excellency the Commander-in-Chief.
Adjutant General's Office, Head Quarters,
Poona, 30th September 1874.

Officers Commanding Batteries of R. H. A., Brigades of Artillery, and British Regts, will forward to the Adjt Genl's Office, Poona, as soon as possible after the 1st April and 1st October in each year, a return of all men who have been discharged by purchase during the previous half year distinguishing those for whom the purchase money may have been paid in England.

The first return will be required for the half-year ending the 31st March 1875.

Under instructions from the Horse Guards, War Office, it is notified that the following Lts, just Commissioned, have been posted to the 6 [illegible] Brig R A as a temporary arrangement:—

W J Robertson No 3 Baty, C C Howard, No 4 Baty, H A D Curtis, No 5 Baty, A Keene No 6 Baty, and E C P Holland No 1 Baty.

With reference to G G O No 383, Surg Maj R A Chapple will remain in medical charge of the 18th Brig R A until its departure for England.

Surg Maj E H Smith, Indian Medical Service, recently returned from furlough, is placed on general duty, Bombay District.

With the sanction of Government, Sergt John Wheeler, Ordnance Department, is granted a furlough to Europe, for one year on medical certificate.

The undermentioned officer has leave of absence:—

3rd Hussars—Lt A J R Van Cortlandt, to England, per P and O Steamer, from date of embarkation, to appear before a medical board.

BOMBAY GOVERNMENT ORDERS.

(Bombay Government Gazette, October 1).

Military Department.

The undermentioned Officer is allowed furlough to Europe for six months, on urgent private affairs:

Lieut-Col W Whitcombe, S C, Session Judge at Kurrachee.

The Government of India have ruled that furlough, on private affairs, within Indian limits or out of India, shall not be granted to more than two officers in any one N I Regiment at one time, and that in the event of a third Officer having to go home on medical certificate furlough shall not be granted to another Officer until one of the three Officers so absent shall have rejoined, and a second be expected to do so within three months.

Conductor John Crowley, of the Comst Dept, is granted a retiring pension of £75 per annum, from 1st Nov next, payable in Tasmania.

The furlough to Europe dated the 10th Sept 1874 granted to Maj W A Gillespie, S C, Depy Asst Adjt Genl for Musketry, is cancelled at that Officer's request.

The undermentioned Officer, having completed twenty years' service, to be Maj from the date specified, subject to Her Majesty's approval:—

Capt Edward Gordon Jenkins, S C, 26th September 1874.

The undermentioned Officer is allowed furlough to Europe for one year from date of departure in Dec next.

Lieut R L Price, S C, Asst Supt, Mysore Revenue Survey.

Lieut C A Coles, B S C, is allowed to proceed to Europe on medical certificate, in anticipation of the furlough which will be granted to him by the Govt of his own Presidency.

The furlough to Europe, dated 2nd September 1874, granted to Lieut-Col C J Prescott, S C, Supt, Revenue Survey and Assessment, Guzerat, is to have effect from the 9th instead of the 16th Nov next.

The services of Lieut C J Dickson, 11th N I, are placed at the disposal of Govt for employment under the Judicial Department.

The undermentioned Officer is allowed furlough to Europe for two years, from date of departure in Dec next.

Lieut-Col G E Thomas, Bo S C.

Judicial Department.

The Hon the Chief Justice of H M's High Court of Judicature has been pleased to grant leave of absence, on medical certificate, for two years, to Mr John Macpherson B A, Barrister-at-Law, Clerk of the Crown.

The Hon the Govr in Council is pleased to confirm the appointment by the Hon the Chief Justice of Mr Charles Frederick Farran, B A, Barrister-at-Law, to act as Clerk of the Crown during the absence of Mr Macpherson on leave, or until further orders.

Mr J L Johnston, Mag of the first class in the District of Sholapur, was in charge of the Office of Dist Supt of Police, Sholapur, from 5th May to 3rd June 1874, both days inclusive.

Revenue Department.

Mr J W Robertson, Colr of Tanna, is allowed privilege leave of absence for three months from the 5th proximo, or such subsequent date as he may avail himself of it. During his absence Mr A K Nairne is to act as Colr, and Mr W Allen as First Asst Colr of Tanna.

Mr W F Sinclair is to act as Second Asst Colr of Tanna with the substantive appointment of Supy Asst [illegible] during the period of Mr Allen's officiating as First Asst Colr.

Mr A H Spry, Actg Colr of Ahmadnagar is allowed a furlough for fourteen months. He is also allowed subsidiary leave not exceeding fifteen days.

The appointment of Mr W R Hamilton as first grade Depy Colr is to have effect from 24th May last.

During the absence of Col W R Lambert on furlough, Lieut-Col L Dunsterville is appointed to act as Colr of Kurrachee, and Lieut-Col R R Wallace to act as Colr of Hyderabad.

General Department.

H E the Govr in Council is pleased to appoint Mr F H Souter C S I, to be a Member of the Municipal Corporation of the City of Bombay in the room of T Ormiston, Esquire, resigned.

Public Works Department.

Mr C B Braham, Asst Engr, first grade, passed, on the 1st Sept 1874, an examination in the Marathi language according to the test prescribed in the P W Code, Chapter D.

Lieut H Clarke, R E, Asst Engr, second grade, and Mr Romanjee Sorabjee, L C E, Asst Engr, 3rd grade, passed, on the 17th Sept 1874 an examination in the Marathi language according to the tests prescribed in Section I Chapter D of the Revised P W Code.

Educational Department.

The following appointments, in connection with the Gujarathi Class in the Grant Medical College, have been approved by Government, with effect from the 1st Nov next:—

Mr Kaikhusro Rustomji Vicaji, L M, to be Teacher of Chemistry and Medical Jurisprudence.

Mr Dhirajram Dalpatram, G G M C, to be Teacher of Anatomy and Physiology.

Notifications by the Revenue and Police Commissioners.

Mr R B Worthington delivered over and Mr J Moore received charge of the Office of Colr, Mag and Political Agent, Khandesh on the 22nd instant.

Mr T H Leach delivered over and Mr R B Worthington received charge of the Office of First Asst Colr and Mag first class, Khandesh, on the 22nd instant.

POSTAL NOTICES.

MAILS FOR KURRACHEE AND PERSIAN GULF.

To Kurrachee.

The B. I. S. N. Company's Contract Steamers will be despatched from Bombay to Kurrachee twice in a week, viz., on every Monday and Friday, until further notice.

Persian Gulf Mails.

The Mail Service by the Contract Steamers of the British India Steam Navigation Company between Bombay and the Persian Gulf will be weekly instead of fortnightly as at present.

A Mail will be despatched every Friday until further notice. Registered and ordinary Letters, as well as Book and Sample Packets and Parcels, can be posted up to 11 a.m. at the G. P. O. and late fee letters up to 1-30 on the day of departure of the Steamer, as above shown.

The latest hour for posting at Branch Post Offices is 10-30 a.m.

DESPATCH OF INLAND MAILS FROM BOMBAY.

Revised Table of the hours for closing the Inland Mail which came into force from the 1st July and will continue so until further notice:—

MAILS.	At General Post Office. Ordinary Letters, &c.	At General Post Office. After-Packet.	At Branch Offices.
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for all Post Towns on the N. E. Line of the G. I. P. Railway.	8 a.m.	9-30 a.m.	7-30 a.m.
For all Post Towns on the S. E. Line of the G. I. P. Railway, for Poona and Madras Presidency; also for Ahmednuggur Seroor, Deccan, and S. M. Country, ...	12 noon.	12-30 p.m.	10-30 a.m.
For ditto on the S. E. Line of the G. I. P. Railway, as far as Poona,]	5 a.m.	5-30 a.m.	5 p.m. of previous day
For ditto on the B. B. and C. I. Railway for Guzerat, Kurrachee, Sind, Kattiawar, and Kutch	4 a.m.	6 a.m.	5 p.m. of previous day.
For ditto in Southern Concan, i.e., for Penn, Nagotna, Mhar, Khed, Dapoolee, and Rutnagherry	6 a.m.	......	5 p.m. of previous day.

Registered letters and banghy parcels for despatch by all mails will be received, except on Sundays, from 10 a.m. to 4 p.m.

TO RESIDENTS OF POONA.

Residents of Poona may obtain the *Bombay Gazette* DAILY at Messrs. Phillips & Co.'s, POONA, price 4 annas. Also, on Tuesdays, the Indian Edition of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Military, published in the Daily *Bombay Gazette*.

DOMESTIC OCCURRENCES.

[The charge for notifying a domestic occurrence is two rupees, the announcement must be authenticated.]

BOMBAY.

BIRTH.

FAGAN—September 15th, at Aden, the wife of Lt.-Colonel G. H. Fagan, 2nd Grenadiers, of a son.

OTHER PRESIDENCIES.

BIRTHS.

BARKER—September 25th, at Cawnpore, the wife of Mr. W. R. Barker, of a son.

PENNY—September 26th, at Saugor, C. P., the wife of Alfred Penny, Esq., P. W. D., of a daughter, premature.

DEATHS.

BILLON—September 20th, at No. 19, Pepulpatty Road, Bhowanipore, B. H. Billon, Deputy Collector, 24 Pergunnahs, aged 36 years and 25 days.

CRAWFORD—September 25th, at Allahabad, William Ebenezer, younger son of the late Henry Crawford, aged 22 years and 4 days.

All Money Orders, Cheques, and other Remittances, sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette.

FRIDAY, OCTOBER 2, 1874.

The *Times* has been singularly unfortunate of late in its comments on Indian affairs. Somebody seems to have put the leading journal on the right track as regards the Guckwar of Baroda, and to have saved it from being led by the nose by that clever Bombay photographer, Mr. Hurrychund Chintamon, whom the spasmodic *Spectator* not long ago described as possessing the features and manners of an old Roman noble and the intellect of a Disraeli or a Machiavelli. But on all the other Indian questions which have come up for discussion this year the *Times* has been so utterly and grotesquely wrong, that it is clear the leading journal has lost, so far at least as India is concerned, that faculty of political insight which originally gained it its position. The views, for instance, expressed by the *Times* about the Famine were for many months so unreasonable that they aroused general indignation. Then, having had the candour to [illegible] at last, in this matter, to do [illegible] to Lord Northbrook's policy, the *Times* must next publish its brutal article about the condition of the Poor Whites in India, and pat on the back the thoughtless gentlemen, of whom that great goose, Mr. R. H. Elliot, is the chief, who have made up their minds that India is ruined by over-population. Finally, the world is allowed to enjoy a hearty laugh at the ignorance of a writer on the staff of the *Times*, who, having read correspondence showing what were the Duke of Argyll's opinions about break of gauge on Indian railways, wrote an article emphatically approving the decision of the India Office, without having the slightest suspicion that that decision had been reversed by Lord Salisbury three months before the publication of the leading article. The writer is, however, to be pitied rather than blamed for this blunder; for no doubt his instructions were to say ditto to the India Office, and the editor ought to have taken care to let him know that that department had changed its mind.

Lord Salisbury's Council Minute and Despatch to the Government of India, both of which we publish this morning, will however have enabled the *Times* to escape from a false position, and to redeem its character for wisdom by accepting the conclusions of the new Secretary of State with as much heartiness as if they were not totally opposed to those of his predecessor. By next mail, no doubt, we shall hear that, whatever may be urged in favour of the narrow gauge on grounds of economy, the leading journal has always been of opinion with Lord Salisbury that military efficiency is the first thing to be considered by the Government of India, and that in comparison with the importance of this great end the saving of a few thousands a year at the cost of creating a break of gauge would be a pitiful and mischievous piece of economy. For us, who have from the first steadily denounced the contemplated break of gauge as a mistake similar in principle if not equal in magnitude to that of arming soldiers with an inferior weapon instead of giving them the best that can be procured at any price, it is to-day no mean triumph to be able to put on record a despatch from the Secretary of State which averts from this country the disastrous consequences of the shortsighted railway policy of Lord Mayo and General Strachey. Lord Salisbury has been guided in coming to his decision solely by consideration of how the India Railways could be worked in time of war if there were no uniformity of gauge on the trunk lines leading to the North-West Frontier. He thinks that, as India pays £16,000,000 a year for an efficient army, the additional sum of £60,000 a year, which is as much as the adoption of a uniform gauge will cost, is not too high a price to pay as insurance money to provide against the risk of the military machine getting out of gear and breaking down, as a man of Lord Napier's experience and sagacity prophesies it would do if encumbered by break of gauge during a campaign. In the Minute submitted to the Council of India Lord Salisbury, who eschews the stilted dulness of ordinary Ministers and does not disdain to put into his official paper the vigorous and bracing tone and the literary finish that distinguished his essays in the *Quarterly Review*, gives a lively picture of the state of confusion that would be caused by the shifting of men, arms, baggage, and stores from the broad to the narrow gauge at a time when perhaps moments might be priceless. Then, with the scorn which a man of clear conceptions and high spirit cannot but feel for men who fancy they can protect India from invasion by keeping her in a state of political paralysis, Lord Salisbury brushes away the argument that India will always have leisure to concentrate her troops by remarking that this argument depends wholly "on the assumption that the only way of "defending India is to sit still behind the "Indus." That remark seals the doom of the policy of masterly inactivity. Old fashioned Anglo-Indian statesmen will positively shudder when they read Lord Salisbury's daring speculation that "a rapid advance to Khelat, or "*beyond it*, may be a necessary portion of our "strategy," and that in such a case the break of gauge "will work under the most favour"able conditions for producing confusion." But the present Secretary of State avows that he has been studying closely "the condition of "our frontier politics," and it is quite plain that he does not like the look of things, and that, if he can help it, England will not wait patiently in the future, as she has waited in the past, to have her hand forced over and over again by Russia.

But the point of immediate interest to Bombay is whether the decision of Lord Salisbury to make the Indus Valley and Northern Punjab lines on the broad gauge carries with it, in principle, the obligation to come to a similar decision in the case of the West Rajpootana Railway. At first sight, it would seem that the Secretary of State thinks it does not; indeed, he expressly says—"The frontier lines stand by "themselves. If there is any other line in "India required to complete the last stage of "communication between the capital of India "and its most promising port, and at the same "time to give immediate military access from all "the great towns of India to its most dangerous "frontier, the fate of that line will undoubtedly "be prejudged by our decision on the Indus "Valley and Peshawur lines. But I know of "no such analogous case." This plain language is of a kind to damp the hopes lately raised by the arguments of the Government of India. But it must be considered that, at the time of writing his Minute, Lord Salisbury had not had the case of the West Rajpootana line put clearly and fully before him, as it has since been put by Sir Bartle Frere and Mr. Mathew. This line may not fulfil all the conditions insisted upon by him in the sentence we have quoted, for it would seem from his words that it is a *sine quâ non* of a trunk line in India to afford access to the capital, Calcutta. But no one, who studies the question, can help seeing that the shortest and most direct railway from Bombay to the North-West frontier is simply the most important military line in India. Kurrachee, though in the matter of speedy communication with England it rivals Bombay, is at present isolated from the rest of India; and it is no local vanity which makes us think that this seaport, with its network of railways spreading out to all parts of the country, must remain the principal base of operations for the British army in India. The Indus Valley line is of great importance, but it would obviously be bad strategy to rely on one isolated line running parallel and close to the frontier, and therefore exposed at innumerable points to the incursions of the enemy. The line from Bombay to Agra, on the other hand, would be secure from attack along its whole length; and, if trains could run right through from Bombay to Peshawur by this route, not only could regiments arriving here by sea be hurried forward without delay to the frontier, but troops might be drawn in case of need from Hyderabad, Bangalore, and the whole of Southern India to reinforce the garrison of the Punjab. We are quite confident that Lord Napier could make out an irresistible case for including the Rajpootana line in the broad gauge system; and we hope that his Lordship, to whom the country already owes the rescue of the railways of Upper India from mutilation by the hand of General Strachey, will not rest till he has completed the good work by saving Bombay and Central India from the calamity with which they are threatened. The present Commander-in-Chief has done great things in many ways for India, but he can leave behind him no worthier monument of his wisdom as a soldier-statesman than a complete system of uniform gauge railways so planned as to be of the utmost possible service to the army charged with the defence of the country.

NOTE OF THE DAY.

Sir J. D. Astley, M. P. for Lincolnshire, seems to be a revivification of one of the blunt, unrefined old country squires whom Fielding took so much delight in satirising. Responding a week or two ago to the toast "The County members" at a ram show dinner at Owersby, Sir J. Astley delivered his political opinions with a freshness and originality which contrast vividly with the ordinary cautious outpourings of political oracles, who must be dark and discreet or nothing. "The last time," said the County member, that he was amongst them he would have "bet any one 1,000 to 5 that he would never be in the House. (Laughter.) His grandfather had spent a thundering lot of money [illegible] that game, but he has always put down in his book a memorandum to keep out of that way. (Laughter and applause.) He (the speaker) had not, however, spent a shilling over his election, and he must say he felt as proud as old Lucifer of the honour which they had conferred upon him. (Laughter.) But the House of Commons was not altogether a place to be coveted or desired, and he doubted whether any gentleman who was used to the country would care to be shut up there hour after hour, day and night. There were besides, a lot of Irish chaps—(laughter)—in the House, who sometimes made him very angry. He thought there were about sixty of these fellows in the House, and he believed about forty of them were the most confounded rascals he ever saw. (Laughter and applause.) He did not find fault with anybody because he might hold different opinions to him, but he entirely lost his patience when these "coves"—(laughter)—who came into the House and took up the whole of an afternoon, and carried on far into the night, when some pressing motion was coming on talking about their little rotten Ireland—(laughter)—whether the whisky was to be Irish or Scotch, or whether the potatoes should be kidneys or something else. (Renewed laughter.) Such discussions as these was one of the things which drove him clean out of the House, and tended to make a man more careless than he should be. These forty Irish rascals to whom he had referred took up more time than all the rest of the members, and used much stronger language; but, fortunately, they were divided amongst themselves. One night a discussion was got up about a prosecution against a newspaper in Ireland, called the *Flag of Ireland*. They began to talk about how badly Ireland was used, because the editor of that paper—they could easily imagine from its name what it was—was prosecuted, and eight or nine of them got up and almost cried about 'Poor Ireland!' (Roars of laughter.) Another gentleman from Ireland, who was so much of an Englishman as to keep a pack of hounds, however, got up and said he hoped that 'England and the English people would not take what had been said as the general feeling of Ireland, because it was only the opinions expressed by the miserable scribes who wrote in the paper in question which were represented.' It was true that there were several very farseeing men amongst the party, but a great many had been returned to Parliament simply in the interests of Home [illegible]." Sir J. D. Astley, if he is ever made Prime Minister, will deserve more than Lord Palmerston ever did to be depicted with a straw in his mouth, or some similar bucolic and horsey symbol.

LORD SALISBURY ON BREAK OF GAUGE.

Minute for Council by the Secretary of State.

My first impression of the Indus Valley controversy was that the importance of the gauge question had been overrated, and that I had no call to stir in the matter, unless strongly pressed by the Government of India. But a study of the railways papers, and a nearer acquaintance with the condition of our frontier politics led me to telegraph to Lord Northbrook not to regard the orders of last February as final; and to solicit an expression of his views. He has informed me that he retains the objections to a break of gauge which he had previously expressed. He has also sent officially a memorandum from the Commander-in-Chief which deserves careful attention. In conformity with those expressions of opinion, I propose to bring the matter before Council again. Though members of Council have probably formed their own opinions very decidedly, it will still be proper that I should give the reasons which induce me to invite them to reconsider the decision pronounced three months ago.

I am not opening the whole gauge question. On purely commercial grounds it seems clear that it will not pay to make any more broad gauge lines. Even the narrow gauge lines will for some time to come give, at best, only an indirect return. But the frontier lines stand by themselves. Sir R. Temple and Mr. Ellis seem to apprehend that a decision upon these will affect our conduct in respect to all the others. I cannot recognise any analogy between the two cases. If there is any other line in India required to complete the last stage of communication between the capital of India and its most promising port, and at the same time to give immediate military access from all the great towns of India to its most dangerous frontier, the fate of that line will undoubtedly be prejudged by our decision on the Indus Valley and Peshawur lines. But I know of no such analogous case. This question therefore must be decided on its own merits alone.

If a commercial question only were in issue, I should not care to re-open the controversy. Mr. Grierson, speaking on behalf of the Great Western Railway, which has had a greater experience of break of gauge than any existing railway, admits that where traffic is small and regular, and where no sudden emergency is likely to arise, break of gauge is a very manageable difficulty; there is, I fear, no probability in the present case of so large a traffic between Lahore and either Peshawur or Kurrachee, as to make a break of gauge commercially intolerable.

The military aspect of the question is the one that has impressed me the most forcibly, and has removed any doubts I may have entertained. It has been pushed forward into strong relief by the minutes of the Commander-in-Chief, and, I may add, by the growing importance which is lent to military questions by our foreign relations upon the Indian frontier. It is my conviction of the gravity of these reasons which induces me to urge a reconsideration of the course we have taken very earnestly on the Council. No financial objections to the broad gauge adequately refute the military objections to the narrow. The financial objections are not very easy to examine. The estimates given by experts of the saving which the narrow gauge will secure differ so widely, that it is almost impossible to assume any figure for the purpose of argument. Mr. Molesworth, the adviser of the Government of India, estimates the saving at 1,536,000*l.*; most other engineers rate it much lower. General Strachey appears to put it at 1,000,000*l.*; Mr. Hawksley calculates it roughly as "at most" 750,000*l.*; Mr. Hawkshaw will not credit it with more than 370,000*l.*, which Mr. Harrison, speaking from practical experience, reduces to 300,000*l.*; Mr. Berkeley expects no more than 187,000*l.*; Mr. Bruce, and with him Mr. Fox, will not allow anything beyond 150,000*l.*; Mr. Fowler believes in no saving at all, and in this view he is supported by Mr. Brunlees, who has himself constructed metre gauge railways in Brazil. On the other hand, Mr. Lee Smith anticipates a dead loss from the narrow gauge of not less than 300,000*l.*, which is raised by Mr. G. P. Bidder to more than half a million. It would be easy to extend the list, but these are some of the most eminent authorities of the profession, whose calculations are our only financial guidance.

It may be said that the calculations of Mr. Molesworth, being unfavourable to the view the Government of India desire to support, may be accepted on that account without question. There might be force in this argument if we were dealing with a simple estimate of expenditure. But this is a comparative estimate; and its magnitude, so strikingly in contrast with that of other engineers, depends on rating the cost of a broad gauge high, and the cost of a narrow gauge low. The Indian Public Works Department are sufficiently familiar with broad gauge operations, and their estimate on this side of the comparison may probably be trusted; but with the narrow gauge their acquaintance is little more than theoretic. For all other work, especially of an unfamiliar kind, their estimates have been frequently, for many years past, much under their expenditure. It appears to me more reasonable to find in this tendency an explanation of their violent divergence from the body of their professional brethren, than to assume that in this case they alone are right, and almost all the other eminent members of the profession who have expressed an opinion on the subject are wrong.

There appears to be no similar division of opinion among the military men. With the exception of General Strachey, who speaks more with official and scientific, than with purely military authority, all [illegible] who have written on the proposed break of gauge, have agreed in earnestly deprecating it. And they are supported by two witnesses, Mr. Grierson and Mr. Allport, who are eminently qualified to judge whether a break of gauge would expose a large movement of men, horses, and material, to the danger of confusion.

The danger appears in this case to arise from three different causes. The mere transference from one set of vehicles to another, in the case of movements unusually large and sudden, will cause confusion. If the trans-shipment is in the ordinary course of traffic, if the precise place of discharge and reload, and the men who are to execute every portion of the operation, are fixed by habitual practice, and they have adequate time for the work, the risk of miscarriage is very small. Even so, however, Mr. Allport attributes to it an average delay of one day, and speaks of the trans-shipment of horses as a very serious difficulty. But if the operation, either in its nature or its magnitude, is new, it will put a strain on the organisation. There is a fair chance that some one who has new duties to perform will forget or misunderstand them, and the combination will consequently break down.

But this chance will be much increased if there is a great variety of material to tranship, if it is important that it should be reloaded in a certain order, and if the new waggons are different in capacity and shape from the old. In that case the reloading must depend for its success on the thoughtfulness and resource of the men who do it; and the additional chance arises that they may not be intelligent enough to do it properly, or that they may proceed on different plans, and so among them some essential packages may either be left behind or packed in the wrong place.

But these risks of confusion will be gravely enhanced if the discharging train is always of a larger size than the reloading train; for this involves the consequence that part of the load of the discharging train shall be reloaded and part left at the station. The gradual accumulation which the application of this plan to a number of successive trains would cause, will of course be met by sending forward fewer discharging trains than there are reloading trains to meet them. But this in itself is a fresh combination, and therefore a fresh opening for misunderstanding and miscalculation; and the constant subdivision of each load of each waggon must add very much to the chances of separating packages which it is essential should go together, or sending them to the persons for whom they were not intended. It would not be wonderful if haversacks were to find their way to the wrong regiments and ammunition to the wrong batteries, or even if all the commissariat stores were to be accumulated with one detachment, and all the medical comforts with another. The exploit of the Crimean War might well be repeated, in which green coffee was sent to the regiments which had no roasters, and roasters were sent to the regiments which had no green coffee.

These obvious probabilities have impressed some persons less strongly, because it has been assumed that no such military operation need ever be rapid. If the approach of an invader should ever summon us to the frontier, we should have, it is said, abundant time for the most leisurely concentration. No army could march to the Indus from any possible base of operations in less than six weeks; and therefore the hurry, out of which confusion springs, will be quite uncalled for. This argument depends wholly on the assumption that the only way of defending India is to sit still behind the Indus. That we shall never engage in any but a defensive war is almost certain; but it by no means follows that our defensive war will consist only of defensive operations. It is always a possibility that a rapid advance into Khelat, or beyond it, may be a necessary portion of our strategy. If so, regiments, horses, and material will require to be passed on to Sukkur as rapidly as the railways can carry them; and the break of gauge will work under the most favourable conditions for producing confusion.

It remains to ask whether this military risk outweighs the financial saving. The comparison would not be an easy one even if any approximate figure could be assigned to the financial saving; because the two values are incommensurable. A risk cannot be valued in money, unless it happens often enough to be subject to the calculation of chances. The risk of death, or of shipwreck, can be measured in figures, because they are frequent events; but the risk of invasions cannot be computed by an actuary. There is only one measurement by which we can bring the two values together.

We may ask whether the proposed payment is excessive in proportion to the sums we are already content to pay yearly for the military insurance of the Indian Empire. The interest on the extra cost of the broad gauge, as calculated by Mr. Molesworth, is to be £60,000 a year; as calculated by Mr. Hawkshaw, it is to be £12,000 year; and as calculated by Mr. Fowler, is to be nothing. Even taking the largest sum, it will not constitute an important fraction of our military expenditure. The military credits, taken together, amount to something like £15,000,000. The proposed expenditure for the insurance of the frontier will be less than a penny in the pound on Mr. Molesworth's theory, and will be about a farthing in the pound on Mr. Hawkshaw's.

For these reasons, and in view of the present circumstances of our North Western frontier, I feel it my duty to press upon the Council the expediency of assenting in this matter to Lord Northbrook's and Lord Napier's wishes.

I propose to submit to Council the two questions:

1. Shall the Indus Valley Railway be constructed with the standard gauge and rails?

2. Shall it be left to Lord Northbrook to decide what course shall be taken, in these respects, with the Peshawur Railway?

Two simple resolutions of this character do not require consideration in committee; these papers are therefore circulated for the perusal of members of Council, and my present wish is to submit them for decision on Thursday week, June 18th.

(Signed) SALISBURY.

1st June 1874.

(Railway—No. 92.)

To His Excellency the Right Honourable the Governor-General of *India* in Council.

India Office, London, 25th June, 1874.

My Lord,—Para. 1. I have to acknowledge the receipt of your Despatch, No. 63, Railway, dated 16th April last, on the question of the gauge of the Punjab Northern and Indus Valley Railway.

2. I have carefully considered the memorandum submitted by Colonel Roberts, under the sanction of the Commander-in-Chief, in reference to the strategic disadvantage of a break of gauge [illegible]

3. It has more than once been pointed out to your Excellency by my predecessor, that the commercial prospects of this railway are not sufficiently favourable to justify any large expenditure, and that, even if designed on the most economical plan, it is not likely to repay the interest of the money expended in its construction. I have seen no arguments which would induce me to depart from his opinion on this point. But upon the military question it is not easy to find such certain grounds of judgment. The opinions advanced on opposite sides cannot be submitted to rigid calculation. They depend for their value, not merely upon the reasoning by which they are sustained, but upon the authority of the persons who advance them. They cannot be adequately tested except by those who possess an equal knowledge of military science, and are as closely acquainted with the detailed conditions of the problem under discussion.

4. I am disposed, therefore, to attach very great importance to the unshaken judgment of Lord Napier of Magdala upon this matter. He speaks with the highest military authority; he is responsible for the defence of India; and his mind has been for some time past anxiously directed to the various strategic and geographical points on which this question turns.

5. Nor can I put aside the political considerations which must press upon the attention of any one whose duty it is to consider the defence of the North Western frontier of India. It is not requisite that I should dwell upon them here in detail; they are doubtless present to your Excellency's mind. They have increased in urgency since my predecessor last addressed you upon this subject. It is only necessary to say, that all the political and strategic considerations connected with this question are gaining, and not losing, value with the lapse of time and the progress of events.

6. On the other hand, I cannot conceal from myself that the financial objections to which these strategic arguments are opposed, are themselves the subject of much uncertainty. At the highest, the economy to be secured by a break of gauge upon the frontier railway will not exceed 60,000*l.* a year. But many great engineering authorities refuse to admit more than a third or a quarter of the saving thus claimed, while some of the highest refuse to allow that there will be any economy at all.

7. Two considerable portions of the railway that is to connect Peshawur with Kurrachee have already been constructed by a Company, and their rights must be taken into account. If the narrow gauge be adopted it will be necessary, in order to avoid three breaks of gauge, to relay upon that system the two broad gauge fragments which exist at present. The price that would be borne by these two fragments, if purchased compulsorily, must be matter of great uncertainty, and must add to the difficulty of relying on any important financial saving from the adoption of the narrow gauge in this case.

8. I have come to the conclusion that it would not be consistent with my duty to allow these uncertain financial expectations to outweigh the great strategic and political dangers, which are constantly growing in importance, and which authorities so high as your Excellency and the Commander-in-Chief concur, with many others, in pressing upon Her Majesty's Government.

9. I have, therefore, to inform your Excellency that the construction of the Indus Valley Railway, from Kotree to Mooltan, upon the standard gauge and with the 60-pound rail is sanctioned. I should extend the same instruction to the railway from Lahore to Peshawur, if I did not gather from your Despatch that the preparations for laying a narrow gauge there [illegible] between those points were more advanced [illegible] completion. There appears to be some doubt whether an immediate [illegible] would not involve a greater [illegible] than the advantages [illegible] it would justify. [illegible] of deciding this question, detailed information as to the progress of the works is necessary, which is only accessible in India. I leave it, therefore, absolutely to your Excellency to decide whether the whole or any part of the line between Lahore and Peshawur shall be completed, for the present, on the narrow gauge. If considerations, derived from the advanced state of the works, should not, in your judgment, be of sufficient importance to influence your decision, this railway will be constructed on the same gauge as the Indus Valley line.—I have, &c.

(Signed) SALISBURY.

THE CHORAL FESTIVAL.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—With reference to some of the remarks in your notice of the Choral Festival, permit me to state that the girls who sang in the quartette and duet are pupils of the Byculla Schools and actual members of Byculla Church Choir.

W.

Byculla, 1st October.

A SUGGESTION TO THE TRAMWAY COMPANY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—This Company has done well in advertising certain prizes to the passengers, and I have accordingly received a prize check No. 001299. But, as the checks have no mark nor initial to detect counterfeits, unscrupulous persons might probably turn this to their advantage, and I would, therefore, suggest to the energetic Manager to initial the checks.

P. N. VRIAVA.

There [illegible] that a native [illegible] ments of the [illegible]

The hearing [illegible] Mr. T. [illegible] Surat before [illegible] Sessions [illegible] ceedings in the [illegible]

Early M[illegible] resident of [illegible] been [illegible] uproar and is [illegible]

Theft.—One [illegible] that whilst in a crowd [illegible] witnessing a [illegible] value of Rs. 15, was [illegible] waistcoat.

Manockjee Limjee [illegible] ed by the Syndicate of the University of [illegible] the Medal which is to be adjudged [illegible] is "Gleanings of the History [illegible] its Ancient Literature.

Grant Medical College.—Mr. Kaikhosro Rustomji Vicajee, L.M., has been appointed teacher of Chemistry and Medical Jurisprudence, and Mr. Dhirajram Dalpatram, G.G.M.C., teacher of Anatomy and [illegible] in the above institution.

Statement of Silver Bullion in the Mint.—[illegible] of silver in the Mint on the morning of the [illegible] September 1874, Rs. 8[illegible],64,787; add, silver received during the week, Rs. 26,234; balance, Rs. [illegible]. [illegible] in addition 2,790 rupees worth of silver [illegible] belonging to private individuals deposited in the Mint vaults, and awaiting assay.

A Reputed Thief.—Yesterday, before Mr. Dossabhoy Framjee, at the Girgaum Police Court, one [illegible] Caitan, a Portuguese, was charged with having been found on the previous night loitering about in Cametteepoora without being able to render a satisfactory account of himself. The prisoner, who was recognised as an old offender, was sentenced to 3 months' rigorous imprisonment.

Colaba Branch Dispensary.—The total number of patients treated at the Colaba Branch Dispensary during the quarter ending on the 30th ultimo amounted to [illegible], of which 243 were new admissions. Among the latter there were 114 Hindoos, [illegible] Mussulmans, 38 Parsees and 59 Native Christians; adult males 121, females [illegible], and children 77. The most prevalent complaints during the quarter were intermittent and remittent fevers, diarrhœa, bronchitis, catarrhs, rheumatism and ulcers.

Frere Land Company.—The *Jam-e-Jamshed* hears that arrangements have been made to start a spinning and weaving company and to erect a building on land belonging to the Frere Land Company. The capital is to be twenty-five lacs of rupees, divided into 2,500 shares of Rs. 1,000 each. In the time of our day-dreams, says the native journalist, every financial Company has had as its founding a Reclamation Company. Would it be deemed strange, he asks, when darkness has spread around us, that every Reclamation Company should have a spinning and weaving company as its *protegé*?

Assault.—One Mahomed Abdool Rayman was yesterday charged before Mr. Dossabhoy Framjee, at the Girgaum Police Court, with assaulting a Marwaree named Jeevan Anunda. It appeared that the complainant had a short time ago obtained a decree in the Court of Small Causes against a certain Khoja, who, as a means of revenge, hired the defendant to waylay and assault the Marwaree. His Worship observed that the infliction of a fine would be no punishment for the [illegible] and sentenced [illegible] rigorous imprisonment [illegible] months.

The "[illegible]" Holiday.—Although the above-named Mahomedan holiday passed off peaceably in Bombay, it was marred in [illegible] with a disturbance, that might have proved serious in its consequences. Fire-works [illegible] let off at the celebration of the festival, and they led to an altercation which ended in a fight between the [illegible] and some Borahs, Seedees, and other Mussulmans in the course of which the latter amused themselves with hailing the former with large stones out of the windows of their houses. The police inspector came to the place of the disturbance, arrested [illegible] and two Seedees, and soon after quiet was restored among the holiday-makers.

Burning of a Native Craft at Sea.—A gulbat belonging to [illegible] Mandvie, and which was a regular trader between this Port and Bombay, named the Daoolattee, was [illegible], while on her voyage to Kurrachee. Among the cargo there were some packages containing lucifer matches, which ignited, and the flames broke out in volumes through the main hatchway, rendering it impossible for the men in the forepart of the vessel to communicate with those in the afterpart to [illegible] assistance. [illegible] Had it not been for the timely appearance of a native craft, also bound to [illegible], and which rescued the crew of the burning vessel, the whole of them must have perished.—*Sindian.*

University of Bombay.—The following is an alphabetical list (according to their surnames) of the candidates who have passed the Examination for the Degree of L. M. [illegible] Division—Mehta, Batakram Sukharam; and Mistri, [illegible]; Second Division—Alvares, Nicolao Sebastiao; Cama, Ardesir Pestanji; D'Silva, Pascoal Manoel; D'[illegible] Gonzales; Dsouza, Joseph A.; Diaz, [illegible]; Gomes, [illegible]; Framji Ratanji; D'Oliveira, [illegible]; Jetha Henry; Kaji, [illegible]; Kovaji, Behramji; Nasarvanji, Mistri, [illegible]; Mehta, Sorabji Palanji; [illegible] Khurshedji [illegible] Vyas, Shivnath [illegible] of the Grant Medical College.

Cheating.—Yesterday, before Mr. C[illegible], at the Fort Police Court, one Shaik Mahomed [illegible] was charged by a Preventive Officer named Miranda, with attempting to obtain [illegible] under false pretences from a coolie at Bundy Bunder. The coolie, it appeared, had been engaged to carry a basket of vegetables on board a vessel lying in the harbour, but before he could get into the boat the prisoner came up and [illegible] half an anna as the Bunder fee. The coolie, refusing to believe that he was employed by the Port Trust, and took him away to [illegible] given into the custody of [illegible]. Upon this evidence his Worship convicted and sentenced the prisoner to six weeks' rigorous imprisonment.

Frontier [illegible] laden with [illegible], and in charge of twenty-three men, arrived [illegible] from [illegible] on Thursday [illegible]

Mortuary [illegible].—The total number of deaths registered [illegible] ending 27 [illegible], the 29th September [illegible] more than in the preceding week, 20 [illegible] the total of the week ending 30th September [illegible] than the mean of the corresponding [illegible] during the week [illegible] were reported in the different districts of the city.

[illegible]

The following statement shows the number of deaths of the different races or castes:—

[illegible]

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INDIAN NEWS.

Deaths in the Suburbs of Calcutta.—The total number of deaths registered in the suburbs of Calcutta during August 1874 is 932, of which 8 are Christians, 581 Hindus, and 343 Muhammadans. The rate per thousand of the population is 43·49, and the causes are as follow: Cholera, 67; small-pox, 1; fever, 402; bowel-complaint, 184; and 278 from all other causes.—*Englishman*.

Breach of Promise Case at Ootacamund.—The plaintiff, a Miss Short, sues the defendant (Mr. O'Neill) for Rs. 2,000, damages for breach of promise of marriage, and the case was heard on Friday before the Acting Assistant Judicial Commissioner, for settlement of issues. Mr. Hereford appeared for the plaintiff and Mr A. K. Green, barrister-at-law for the defendant. The issues settled were, first, whether the agreement alleged by plaintiff, and admitted by the defendant, was justifiably broken by the latter; and second, whether the amount of damages claimed is excessive. The case has been posted for hearing to the 22nd October next.—*South of India Observer*.

The Breeks' Memorial School.—Lady Hobart, accompanied by Captain Aylmer, visited the Breeks' Memorial School on Thursday last, and spent about an hour and a half there. She was received by Mr. and Mrs. Grigg, and witnessed an examination of the children in English, Music and Hindoostanee. She expressed herself highly pleased with all this, and with the general indications which marked the appearance of the school and of the children. The latter, who numbered 57, there being about 10 absentees, had a holiday given them at her ladyship's request, to remember the occasion by.—*South of India Observer*.

Fall of a House in Calcutta.—On Friday evening the house No. 27, Theatre Road, which was lately vacated by Mr. G. S. Fagan, first judge of the Small Causes Court and has just been thoroughly repaired, fell, and the house is now in ruins. It seems that on Friday afternoon the head mistry engaged on the repairs noticed symptoms of an impending fall, and warned all the workmen out of the house—so that fortunately when it did come down there was no one in it. The house has been rather shakey for some time, but the immediate cause of its fall seems to be the recent rain, which has caused the ground on the south of the building to sink. The house was the property of a native.—*Englishman*.

THE INDORE MUTINEER SAADUT KHAN.

One of the chief leaders of the mutiny at Indore, and the attack on the Residency on 1st July 1857, has lately been brought to justice. Saadut Khan, who at the time of the mutiny was a man of considerable position in Indore, and a Ressaldar in Maharajah Holkar's cavalry, was tried on the 6th September in the Court of the Agent to the Governor-General for Central India, on the charge of being implicated in the murder of European and native British subjects at Indore on 1st July 1857, and being a leader of rebels during the year of the mutiny.

The story of the outbreak at Indore may have been forgotten during the seventeen years that have passed. The facts are briefly these. Colonel (afterwards Sir Henry) Durand who was officiating Agent to the Governor-General at the time, seeing the storm of rebellion gradually closing around him, and having with him but a few native troops of his own escort, asked Maharajah Holkar to send a small force for the protection of the Residency and cantonment. The force sent consisted of a regiment of cavalry, another of infantry, and two guns, under the command of four or five native officers, each of whom was implicated in the atrocities that afterwards occurred. From the time of their arrival within the Residency limits Holkar's troops were mutinous, and their officers tampered with, and succeeded in disaffecting the greater portion of the native regiment forming the Agent's escort. On the [illegible] July the mutiny broke out suddenly. The guns sent for the protection of the Cantonment were fired at the Residency, and the attack was at once commenced. Colonel (now General) Travers attempted to rally the men of the Bhopal Contingent, but failing in this he made a desperate charge on the guns, followed only by four faithful Sikh sowars, and succeeded in driving off the mutineers, earning for himself as well deserved a Victoria Cross as ever decorated a soldier's breast. But the results of this gallant charge were only temporary. The disaffected troops refused to act, and Colonel Durand, finding himself powerless, determined to retreat as best he could from the Residency, taking, with a slender escort, his wife and as many of the English residents as could be collected together, and making forced marches, with great difficulty and under many privations, to Sehore, where the fugitives arrived on the 5th day.

The mutineers as soon as they saw all resistance was at an end ransacked the Indore Cantonment. Men, women, and children were indiscriminately butchered; the bodies of 39 unfortunates were left to rot for three days, being collected and buried on the fourth day. After the mutiny, houses were burnt, the Government Treasury sacked, and every atrocity that can be imagined was committed. The rebel force after this left Indore, and travelling by the Agra road joined the mutineers at Gwalior, on their way destroying Government bungalows and the stations of Beroura, Goona, and Seepree. Saadut Khan was accused of being the leader and instigator of these events, and the evidence produced against him in Court fully sustained the charge. Two witnesses deposed to having seen him on the morning of 1st July actively employed in encouraging and leading on the mutineers to the attack, raising the standard of "Deen," and calling on all to follow him. He was seen with the guns when they were first fired at the Residency, and was distinctly noticed as being one of those wounded when Colonel Travers made his gallant charge. Two of the principal members of Maharajah Holkar's Durbar gave their evidence before the Court, and deposed to having heard Saadut Khan, immediately after the attack on the Residency, boast before Holkar of the part he had taken, and pointing to the wound he had received in his face, say,—"I have killed a *sahib*, and have been wounded by another."

It was clearly proved also that Saadut Khan assumed the chief command of the rebel force; that he led them to Gwalior and instigated the attacks on Beroura, Goona, and Seepree. Jan Ali Khan, who was then a trusted Government servant and Superintendent of the Rajghur State, now in the employ of Maharajah Sindia, deposed to having been cruelly treated by the mutineers at Beroura, where he saw Saadut Khan who directed the jail to be thrown open and the prisoners set free, while he and his son were, by Saadut Khan's orders, loaded with irons and taken prisoners, with the rebel camp, as far as Gwalior. The defence set up by the accused was to the effect that he was an unwilling spectator of the atrocities committed at Indore, and that he was taken by force with the mutineers. This was, however, entirely disproved by clear and trustworthy evidence to the contrary, and it was established beyond doubt that the prisoner Saadut Khan was a leader of the attack, and a commander of the rebels on their march from Indore.

The Court has convicted the accused of both the charges preferred against him, and the proceedings have been submitted for the orders of His Excellency the Viceroy.—*Pioneer*.

EUROPEAN EXTRACTS.

THE BEECHER-TILTON SCANDAL.

Full details have been received of the report of the investigating committee of Plymouth Church on the charges brought by Mr. Theodore Tilton against the Rev. Henry Ward Beecher. The report was read on the night of Aug. 28 in Plymouth Church, in the presence of 3,000 persons. In this document, which occupies five columns of the New York papers, the committee state their belief that the original charge made against Mr. Beecher was that he had made improper advances towards Mrs. Tilton, and that as time passed on and the conspiracy against Mr. Beecher deepened, it was enlarged into adultery.

Mr. Tilton, during the last four years, stated many times, verbally and in writing, that the charge was the lesser offence. The further fact that Mr. Tilton, during the last four years, treated the matter as an offence which could be properly apologised for and forgiven, the committee regard as wholly inconsistent with the charge in its present form. They believe that no case of adultery on record can be produced in which the injured husband, on learning of his wife's infidelity, has kept the fact to himself for six months, and then, after a private complaint to the offending party, has received and accepted an apology for the offence, and declared it forgiven, and this followed by the restoration of the courtesies of friendship. All these and other considerations the committee consider show that in no event could the offence have been the crime of adultery. It might have been a charge of the lesser offence, but it is not conceivable that Tilton, in view of his conduct, believe even that. For instance, after Mr. Tilton stated that Mr. Beecher, the day after the so-called apology was procured, said that he had done wrong, but not so much as some others, if the wrong done to which Mr. Beecher referred was adultery, how could these words be used in reference to it? Mr. Moulton's statement, in his letter to Mr. Beecher, that he (Beecher) could stand if the whole case was published, the committee regard in the same light. They do not believe that the sinless character of adultery was a dogma believed in or even known to Mr. Tilton, except, perhaps, as a notion of the Woodhull school, of which her husband had become a disciple and shining light, and with which she had no sympathy. They regret that, when Moulton went with a pistol to Mr. Beecher for the purpose of getting from him Mrs. Tilton's written retraction of the charges she had made against him, he was not handed over to the police.

Though much had been said, and the committee observed, not without some justice, of the extraordinary words and tenor of Mr. Beecher's letters, yet they consider that there is not a letter nor any act of Mr. Beecher, however ill-judged through these four years of anxiety and grief, which cannot be accounted for upon the plain theory that he was trying to suppress an outrageous scandal which consisted of the false accusations against him made by a reputable woman, and, further, that he was endeavouring to help a man whom he believed he had unduly injured in a business matter upon representations which he was afterwards made to believe, chiefly by Moulton, were not well founded. The committee add, however, that they cannot but express their regret at two errors into which Mr. Beecher fell. While they recognise the special situation which seemed imminent when he was assailed by a professedly injured husband with a charge on the part of his wife of impure proposals from him to her, yet they feel that in an hour of such demoralisation the pastor should have sought counsel from Christian men of his own brotherhood rather than rely on the counsel of a man of whom he knew so little, and whose character, as the issue proved, he so sadly misjudged. He also erred in not guarding so closely his relations with the family of Mr. Tilton that there could be no possibility for fear in his own case of undue affection by Mrs. Tilton for him through any heedless friendship or agency of his.

Seeing what manner of men Tilton and Moulton are, the committee express wonder that Mr. Beecher should entrust any interest of his to their keeping. When they look back upon the record made by this sad story, they feel like visiting even upon the suffering head and heart of their pastor the severest censure, and this not less because they revere and love him, and know that no man in all their land is more beloved. It is because he is so beloved that they would chide him in no uncertain words for imperilling so much and so often the precious interests confided to him. The committee are of opinion, however, that there is nothing whatever disclosed by the evidence which proves that the accused parties have either been found together under any suspicious circumstances, while there is no proof of clandestine correspondence or attempts in that direction. The usual facts and circumstances suggestive of wrong-doing are utterly wanting in this case. The committee do not defend the course of Mrs. Tilton, whose conduct upon any theory of human responsibility is indefensible. They note, however, that they have evidence before them showing that cases of undue dominancy by a husband of strong will over a wife whose mental powers are weakened by disease and domestic suffering are not infrequent. As regards Mr. Tilton, they say, before and after his espousal of the new marital philosophy, signs of degeneracy were setting in which have made him a discredited man in their community, while Mr. Beecher has been living in the clear light of noonday before his people and before all men a life of great Christian usefulness and incessant work, and none have known him but to admire and love him. The committee then find from the evidence that he did not at any time or place whatever commit adultery with Mrs. Tilton, that he never made any unchaste or improper remark, proffer, or solicitation to her of any kind or description whatever, and that nothing whatever was in the evidence that should impair the perfect confidence of the Plymouth Church or of the world in the Christian character and integrity of Henry Ward Beecher, and they pray that the peace of God may rest and abide with Plymouth Church and her beloved pastor, so long and so much afflicted.

The examining committee endorsed the report, the reading of which, especially that part expressing regret that Moulton had not been handed over to the police, was received with cheers by the audience, who were excited to tremendous enthusiasm by the announcement of the result of the committee's labours. Mr. Moulton entered the building while the report was being read, and was an attentive listener.

Mr. Raymond made a speech, in which he charged Moulton with having told infernal lies, whereupon Moulton stood up and said he was a liar.

The report was then adopted with acclamation, Moulton being the only dissentient. He wanted to speak, but would not be allowed, and a rush was made for him, and, guarded by several policemen, he was forced out of the church. He was then driven to his residence, where he declared that Plymouth Church had vindicated an adulterer.

SPAIN.

The arrival of the German gunboats in Spanish waters has been followed by a collision between those vessels and the Carlists. On the 5th inst., a Berlin telegram says, "the Carlist batteries at Guetaria, which were bombarding the town, fired upon the German gunboats *Nautilus* and *Albatross*. The latter returned the fire, and afterwards proceeded to Santander." The account of the affair given in the *Madrid Gazette* is as follows:—"The commander of the *Albatross* has informed the Governor of Santander that when his vessel approached Guetria to witness the action proceeding between the Republican troops occupying the fort and the Carlists she received several bullets which did some damage. The German commander then hoisted the Spanish flag to signify to the troops that he intended defending himself against the Carlist aggression, and fired twelve cannon shots, which caused the Carlists to retreat precipitately. Despatches from Carlist sources give other versions of the occurrence. One of them says—"The Carlists did, in fact, [illegible] upon the German gunboats, which were endeavouring [illegible] armed landing on pretence of enabling their men to take a walking excursion. The Royal troops recognize no combination made by Serrano and his accomplices. They will always exact respect for Spanish territory, and resist every kind of bravado." Another despatch which is obviously incorrect, says that "nine men-o'-war, German, Spanish, and English, fired on the Carlists at Zumaya. The Carlists answered by a volley upon the vessels which came nearest to their post." The *Times* has expressed its belief that "the incident was prearranged with the object of hastening German intervention in the affairs of Spain;" but the Berlin semi-official *Provinzial Correspondenz*, after publishing the facts of the case, remarks that "the fire having been returned by the German vessel the affair may thus be regarded as settled." It was stated the other day that the German Government had resolved to reinforce the German squadron in Spanish waters, but later telegrams state that "nothing has yet been decided in this matter."

Another outrage is attributed to the Carlists in a Santander telegram, which states that on the 6th inst. "the Carlists fired upon a train at Nava, believing that it carried the German and Austrian Ministers to Madrid. They, however, had delayed their departure. The driver and stoker of the train were killed." The two envoys, it is stated, met with a cordial welcome from the inhabitants of the places through which they passed on their way to Madrid. At Valladolid they were received by the Prefect and various committees, and accepted a supper offered them by the authorities of the city. Count Hatzfeld proposed a toast to the prosperity of Spain, and the Prefect responded by drinking a toast to Germany and Austria. The envoys will present their credentials to Marshal Serrano on Saturday, and on Monday there will be a State banquet in their honour.

At Madrid there has been another Ministerial crisis, the history of which is related in Madrid letters as follows:—General Zabala arrived at the capital on the morning of the 1st inst. at ten o'clock. He was received at the station by the Ministers of the Interior, Grace and Justice, and War, accompanied by a number of his personal friends. From the station he drove direct to the residence of the President of the Executive Power of the Republic, and earnestly requested that a Cabinet Council might be held as soon as possible. The Ministers assembled in the evening, when General Zabala stated that he had not sufficient troops to carry out his plan of attack upon Estella, which was based upon, although different to, that of his predecessor, Marshal Concha. He also complained that the troops were not regularly paid, and concluded by telling his colleagues that the formation of a foreign legion to act in the Basque Provinces or in the rear of the Carlists in Navarre would most likely bring the war to a conclusion before the end of the year. He recommended the fortification of Passages and the landing of a force of at least 10,000 strong on the coast of Guipuzcoa, to work its way down to Tolosa, and thence into Navarre. With respect to the political question, Senor Alonzo Martinez strongly opposed any ministerial change for the present. He observed that the recognition of the Government by the principal States of Europe, with the exception of Russia, was a great blow to the Carlists, and that to provoke a crisis on the eve of the arrival of their representatives in Madrid would be an act of madness, and he concluded by appealing to [illegible] General Cotoner to remain serving the country as Minister of War. Marshal Serrano expressed approval of what Senor Martinez had said, and when the meeting separated it was tacitly understood that no ministerial change should take place for the present, and General Zabala would return to Miranda forthwith. On the evening of the 2nd inst. a newspaper supposed to be inspired by Marshal Serrano or his friends published an article attacking Zabala's conduct of the campaign against the Carlists, and the next morning the General sent in his resignation as President of the Cabinet, Minister of War, and Commander-in-Chief. Marshal Serrano tried to induce Zabala to withdraw his resignation, but the General persisted, and a new Cabinet, with Senor Sagasta as president, was then formed, composed as follows:—President and Minister of the Interior, Senor Sagasta; Minister of War, General Serrano Bedoya; Finance, Senor Camacho; Marine, Admiral Rodriguez Arias; State, Senor Ulloa; Colonies, Senor Romero Ortiz; Grace and Justice, Senor Alonzo Colmenares; Commerce, Senor Navarro y Rodrigo. The Ministers of Interior, State, Finance, Colonies and Marine remain as they were. The new Ministers are all described as "Sagastinos." General Moriones will, it is supposed, be made Commander in Chief or Marshal Serrano will be styled Generalissimo of all the armies, with power to appoint his generals as he pleases. It has been semi-officially announced that the foreign policy to the new Government "will be directed towards securing the friendship and moral support of the nations of Europe, but will not countenance any sort of foreign intervention that might be offensive to the sense of national independence."

A correspondent at Santander, writing of the resignation of General Zabala, says:—"It appears that the General submitted to Marshal Serrano matters which he did not deem it advisable to bring before his colleagues in the Council Chamber. He demanded of the President that the breach of discipline committed by General Moriones in communicating with him without his knowledge should at least be visited with a severe reprimand. This request which was not acceded to, sinks almost into insignificance before the fact that the resignation of General Zabala is closely connected with the Alfonsine movement—that is to say, the wish of the army and of most of the Monarchical Liberals, with the exception of those who dream of again bringing in a foreign King, to put an end to the sham Republic and the lamentable situation to which it has reduced Spain by proclaiming the Prince of the Asturias. Marshal Serrano and his friends adhere to the idea of restoring the Bourbons in the person of the Prince, although the revolution which dethroned Queen Isabella decreed the extinction of the line in Spain, but only after they have once more tried to place a foreigner upon the throne—a feat they are not likely to perform, and which seems a pretext to maintain the interregnum. They talk also of the necessity of the Cortes settling the question and the danger of provoking the Republicans. As for the Cortes, every one knows that, according to the time-honoured custom in Spain, its members will be elected—when the war is finished—according to the wishes of the Government of the day, and that the number of real Republicans in Spain is very small—smaller, perhaps, than in any other country in Europe except Great Britain, and that those who call themselves so from ignorant conceit or self-interest would disappear from the scene the moment a monarchy was proclaimed. General Zabala, like his predecessor, the late Marshal Concha, perceives that the only chance of putting Don Carlos down is to raise up a king to oppose him and give the army a cause to fight for. 'The army hate the Republicans.'" Another letter says, "The Government organs announce that the armed levy will give 100,000 men, besides 20,000 bought off. This is an exaggeration, and if the Government succeeds in enrolling 60,000 conscripts it will consider itself fortunate. Four thousand conscripts have purchased their discharges, which gives the Treasury a sum of £232,050."

With respect to the war, it appears that the Carlists on the 3rd inst. raised the siege of Puycerda. The Madrid telegrams state that their retreat "was effected somewhat precipitately in consequence of their apprehension that they might be driven on to the frontier by the Republican forces sent to relieve the town." General Lopez Dominguez and his troops have been congratulated by the Spanish Government for the courage they displayed in the engagements which they fought while on their way to relieve the town. It is stated that in these engagements the Carlists were defeated five times. General Lopez Pinto is also said to have defeated the Carlists at Mora, in the province of Teruel, after ten hours' fighting and to have obtained possession of the town and castle. The Carlists are said to be "discouraged" by their defeat round Puycerda. With regard to their plans for the future, it is stated that they have no intention of entering the plains of Castile or advancing upon Madrid for the present. Their supplies in the Basque Provinces and Navarre are abundant, and General Elio's plan of not leaving the protection of the mountains until they are equal, or nearly so, to the enemy in artillery, will be carefully carried out. The Carlist commanders have issued an order to all the alcaldes or mayors in the Basque Provinces, absolutely prohibiting under severe penalties the tenants of proprietors residing in towns held by the Government to pay their rents in wheat or any other produce in order to prevent those places from increasing their stocks of provisions. It is announced from Paris that "the Minister of War has ordered General Pourcet to act with redoubled vigilance in watching the frontier of the Lower Pyrenees and the line of the Bidassoa River."

FRANCE.

In France the principal event of the week has been the suspension of the *Univers* for a fortnight for a violent article against Marshal Serrano. The decree announcing the suspension states that the article "exceeds all bounds and excites contempt for established Governments by indescribable insults, which are calculated to compromise our foreign relations, disturb the public peace, and strike a serious blow at the dignity of the French press." M Veuillot called Marshal Serrano the "Monsieur Alphonse" of the Izabellist Monarchy, and in language too coarse for repetition endeavoured to establish an analogy between the Marshal's military career and that of Fritz in the "Grande Duchesse." The Spanish Ambassador was, it is stated, on the point of sending an indignant protest against the attack on the head of his Government, when the news came that the Duc Decazes, anticipating his remonstrance, had demanded at a Ministerial Council the suspension of the *Univers*. The *Republique Francaise* has also received a communique from the Government on account of the tone it has adopted in replying to the *Univers*. The communique says that the *Republique Francaise* "has allowed itself to be seduced into following a deplorable example which had been given to it, and into employing unmeasured language, unworthy of the French press. The Government is firmly resolved not to tolerate such excesses if they should be repeated." It is stated that on Wednesday Count Paredes, son of General Zabala, and aide-de-camp of Marshal Serrano, who is now in Paris, sent his seconds to M. Louis Veuillot to request satisfaction for his article upon Marshal Serrano, which he considered insulting to the Marshal and the whole Spanish army. M. Veuillot replied that the article was exclusively of a political character, and dealt solely with Marshal Serrano as a public man. Consequently he had no satisfaction to give, and would refuse it to the Marshal himself.

In spite of the assertions of those who positively announced a tour in the South by the President, Marshal MacMahon (the *Times*' correspondent says), as was to be foreseen, has abandoned the project, and it is not even certain that he will go as far as Lyons. He will witness the manœuvres of several corps d'armée, and will, perhaps, stop at a few towns lying on his route. A visit to the South would not have had the political effect which might have been expected. Extreme opinions are there in a large majority. The pure Royalists, the partisans of the White Flag, and those of the Red Flag are alike ardent at setting aside political parties.

Another vacancy has occurred in the department of Seine-et-Oise by the death of M. Pourtales, a member of the Left Centre. M. Albert Joly, Russel's defender, will be put forward as the Republican candidate for this vacancy. It is expected that the Bonapartists will bring forward the Prince of Wagram as their candidate.

M. Jules Simon made a political speech at a meeting held on Sunday in Rheims, at the residence of the former Republican mayor of that city. He gave a sketch of the state of political affairs, and declared that the country required [illegible] present Assembly was incapable of making a constitution. The Orleanists and Legitimists wished to restore the Monarchy, but that was impossible, for the nation was composed only of Republicans or Bonapartists. This was why the majority in the Assembly endeavoured to delay the dissolution. The only remedy for such a state of things as at present existed was the election of a new Chamber; insurrection would be a crime, and a *coup d'état* would never be made by Marshal MacMahon, who would always remain faithful to the laws. The Assembly should be persuaded to vote its own dissolution. M. Jules Simon said that perfect union existed between the factions of the Republican party, but there had been a certain amount of dejection among them of late. Bad party organization among the Republicans was the cause of the success of the Bonapartists at the elections in the Nievre and Calvados. In conclusion, M. Jules Simon expressed his belief that a dissolution was not far off.

The anniversary of the 4th of September passed off quietly in nearly all parts of France. At Meze, near Montpellier, however, there seems to have been a serious disturbance. The gendarmes were attacked with sticks and stones, and had to defend themselves with their sabres and revolvers. Nineteen persons were wounded, one of whom died on Saturday. The gendarmes were forced to retire to their barracks with their prisoners. The mob outside threatened to set the building on fire with faggots and petroleum. At daybreak 300 infantry and a squadron of cavalry arrived by special train, and further arrests were made. Five gendarmes are said to have held in check a mob of 1,500 furious people. There were also some slight disturbances at Bordeaux, Perigueux, Prades in the Eastern Pyrenees, and two villages of Herault.

M. Guizot, who will complete his eighty-seventh year on the 4th of October, is in a precarious state. His son-in-law, M. de Witt, Secretary to the Minister of the Interior, has been unable to leave him for some days. The latest accounts state that the venerable statesman has fallen into a state of coma, and his death is believed to be imminent. It is announced that the improvement in the health of M. Schneider continues, and no further bulletins are issued.

The Marquis d'Harcourt, formerly French ambassador at the Court of St. James's, has been appointed French Ambassador at Berne.

The Grand Duke Constantine has passed through Paris on his way to Biarritz. He paid a visit to Marshal MacMahon on Saturday, and the Marshal afterwards returned the Grand Duke's visit. On Sunday the Grand Duke paid a visit to M. Thiers, and stayed with him half an hour.

A letter from Victor Hugo to the Peace Congress sitting at Geneva has been published in the *Rappel*, in which M. Hugo says that peace will never be established until after another war between France and Germany. He says that underlying the apparent feeling of the country is a deep, undying hatred of Germany. "France," says Victor Hugo, "has been struck in the face, and France, being the mother of nations, the whole world has resented the insult. It is the hatred of the conquered against the conquerors, a hatred of people against kings, and there can be no issue to it but a duel. France is the property of mankind. When she had to pay five milliards [illegible] something beyond mere credit in this. The five milliards once paid, Berlin was no richer and Paris no poorer. Why? Because Paris is necessary to mankind and Berlin is not."

The *Journal des Débats* [illegible] have been forwarded to the Prefect of Police and the Prefects of Departments with regard to persons unprovided with passports. French travellers being allowed to enter England, Belgium, Switzerland, and Italy without passports, the Government decided last February on acting reciprocally towards natives of those countries; but difficulties have daily arisen in consequence, and they have therefore resolved that such travellers should be bound to give the police some proof of their identity and nationality whenever required to do so. Frenchmen will be subject to the same regulation on entering or leaving the country.

RECOVERY OF THE MISSING FRENCH AERONAUTS FROM THE SEA.

The following are the particulars of the perilous ascent and rescue of M. Durouf and his wife, as briefly announced in our last number:—

Great anxiety was felt for some days as to the safety of the adventurous pair who left Calais on Aug. 31 in their little balloon the "Tricolour," driven thereto by the taunts of a dastardly mob. It will be fresh in the recollection of our readers that the Parisian aeronaut, M. Durouf, and his wife came down to the Channel station with the intention of making an ascent, for the purpose of lending attraction to one of the local *fetes*. When they arrived at Calais on the advertised day the state of the weather was such as made any attempt at a voyage in the air perilous in the extreme. The intention of the balloonists was to start when the atmospheric current gave them some chance of bridging the narrow strip of water and landing in England; but every indication showed that if they trusted themselves to the air they would be more likely to arrive in Norway, or at some remote point on the Scandinavian shores. Durouf is a practised aeronaut, and one to whom the well-used epithet "intrepid" might be applied without danger of being stigmatised as applied in the unmeaning hackneyed sense. He was the pioneer of the balloon ascents from Paris during the siege by the Germans, and he was eager to go up at any cost—willing to hazard his life, undeterred by considerations of wind and weather which would have operated on ordinary people. His young wife, a girl of twenty, was as full of courage as he, and as full of confidence likewise. When they stood in the Calais square, and the sober-minded among the inhabitants told them that it was unsafe to risk their lives in the frail machine, they made up their minds to postpone the attempt, but some of the rough element always to be found in seafaring towns were present, and this miserable pack of loafers immediately commenced "chaffing" Durouf and his wife. They accused them of cowardice and of a readiness to make money out of their placarded courage, but a decided unwillingness to run any risk. Durouf, who was stung by the jeers of the miserable crowd, beckoned to his wife and both entered the wicker car of the balloon, cut the connection with Mother Earth, and sailed aloft in the dim evening. When the tidings spread through the town the excitement was intense. A fluttering speck could be distinguished high overhead, at first by the naked eye, later by the telescope; the tiny balloon was soaring cloudwards, and soon it merged itself with the falling shadows of night. Little thought those who watched it as it rose higher and higher, that its occupants would ever again touch the earth in safety. The ways of Providence, however, are mysterious, and the balloonists have been saved. The news has come to us that they have been picked up most providentially by an English fishing-smack in the North Sea. The graphic force of [illegible] would be but [illegible] by any picturing of ours; we give it as it comes to us. Here is the account given by M. Durouf himself:—

"At 7.45 p.m. on August [illegible] that the ascension should not be put off to the following day, and fearing that we should have the same weather, and so be obliged to put off the ascension a second time, I took advantage of the south wind to attempt to go in the air, under the pretext of having a captive ascension merely. But I resolved to avail myself of this wind, which was to have taken us to England. My wife being with me, and all being ready, I told the people who were holding the ropes of the balloon to let go, and I at the same time let go the hand of a soldier, there being twenty-five soldiers in attendance upon me. The balloon went up amidst the acclamation of the crowd, and for the space of 300 metres went in a northerly direction, but upon obtaining that height our course changed to the N. E., and shortly afterwards we saw the French and English lighthouses at sea, and we seemed to be going more towards England than towards France. There were no vessels to be seen at sea, and night was coming on. I felt that as in that case I should be obliged to make a long voyage, I must economise my ballast, and I decided to pass the night watching the extremity of a rope seventy metres long, and every time the rope touched the water I threw out a very small quantity of ballast. At four A.M., just before sunrise, I threw all the light ballast out, and I discovered that during the night I had been driven in a north-easterly direction. Not knowing the distance I was from the nearest land, and very fearful of being driven by another current to the northward, I resolved to try to lower myself on to a vessel. I perceived many of all sizes below me, being then 1,600 metres high. I manœuvred so as to get down, and towards five o'clock I succeeded. The lower current of the wind was blowing N. W. It is impossible to describe my extreme thirst; and my poor wife, whom I tried to console by telling her that we were going in the right direction, did not lose courage. I showed her two vessels in the direction we were falling, and I made her understand that we were trying to get stopped by one of them. Of the eight bags of ballast I had taken with me I had only discharged three, and I should have been able, if needful, to continue my journey for thirteen or fourteen hours. I noticed that the smallest of the vessels, a fishing smack, manœuvred and tried to cross my path. The sea was very rough indeed. Without any fear I opened the valve, and descended until the ropes were trailing in the water, and in an instant we were past the vessel. The crew of the smack, however, launched their small boat, and two men rowed it towards us. It was then six o'clock, and seeing the goodwill of the fishermen to come to help us, I resolved to stop the speed of the balloon by springing the valve until the car would fill with water, and thus give more resistance to the progress of the balloon. However, when I turned round I could not see the vessel. From time to time tremendous waves broke upon the balloon, covering us with water, but still the balloon resisted, and my fear then was that the balloon might burst, in which case we should assuredly have been lost. At seven o'clock we again sighted the smack on the horizon, and saw that she was pursuing us, and by degrees we noticed that she came closer to us. The cold was very severe, and our limbs were becoming benumbed, our strength was failing us, and the hope of being overtaken by the smack was the only thing that gave strength to our arms to hold on. My wife's limbs were benumbed, and at each jerk of the balloon she became weaker and weaker. The smack continued to approach us, and was now within 500 metres; I pointed it out to my wife, and it renewed her courage. What was more tiring was being obliged to hold her in my arms. The smack was then very near us, and I raised myself on the ropes and saluted our rescuers. They saw us, and launched their boat, being 200 metres ahead of us. The small boat was manned by the master (Wm. Oxley) and the mate. They came nearer to the car, and took hold of the rope. At this time their boat was nearly sinking on account of the strong jerks of the balloon, but they did not lose courage but taking hold of the hand of my wife who was like a corpse they dragged her as best they could into their boat. I saw the danger they were in, and I began to cut the ropes that were following the balloon. I had cut the greater part of them when I was dashed against the boat, and I let myself fall into the boat I, like my wife, laid helpless at the bottom. The men loosed the ropes of the car, and the balloon rushed off with a mighty speed towards Norway. The boat returned to the smack: we were put on board and taken into the cabin, where a good fire did not fail to bring us round. We have greatly to thank those good sailors for the care and kindness they showed us during the voyage to Grimsby, which lasted until nine a.m. this morning." The captain of the smack states that he and his crew were pursuing their avocation at the south-east part of Dogger Bank and had their fishing-gear down about 170 miles from the Spurn Lights, which were W. by S. ½ S. At six o'clock on the morning of Sept. 1, the wind being S. W., they saw a balloon at a considerable altitude going north-easterly towards the coast of Norway. Those in the balloon evidently saw them, for it at once began to descend until it touched the water, the car coming down in a slanting position, going through the water at the rate of about five miles an hour, drenching the unfortunate occupants. Having got up the fishing-gear, the smack immediately gave chase and ran before the wind in the wake of the drifting balloon. After the pursuit of an hour and a half the vessel came to within a short distance of it, and they got out their boat, and the captain and mate rowed after it. The car kept rising in and out of the water, and was sometimes entirely covered by the waves. Its progress being thus checked, the boat gained upon it. The balloon grapplings appeared to have got fouled, for the rope was cut and dragging along the surface of the water. The men made two attempts to reach the rope, but failed twice, and from the irregular motion of the balloon there was great danger of their boat [illegible] getting M. Durouf and his wife, who were in a half-drowned and exhausted condition, into their boat.

The adventurous couple who had escaped from death "by the skin of their teeth"—to use the Scriptural phrase—were landed in Great Grimsby, and were most warmly received. Hearty English cheers greeted them at every step of their way. They proceeded to the office of the French consul at Hull, Mr. Hewitt, who sent them on to London. Madame Durouf is little the worse for the appalling dangers and severe privations she had been subjected to, she seems to have undergone all with a brave heart, supported by the firmness of her husband. After being about in uncertainty for ten hours, and a drenching for two, seem to be the sum of the physical suffering of this gallant and fortunate pair, and it is to be hoped they will never again submit themselves to the same trial from a lack of moral courage.

A correspondent, who happened to be in Calais when the balloon ascended, forwards the following account of the ascent:—

"Monday, Aug. 31, was ushered in by a strong wind from the S. W., which raised a good ripper outside the pier. The fishing-boats, some cutter-rigged, others two and three masted lug-rigged—made little of the weather, and spread every stitch they could carry. They only had a short course of about six miles to sail, but they showed themselves wonderful sea boats, and they will often go out to fish in weather that will frighten the wits out of a Dover fisherman. The sailing did not interest the *fêtes*, nor did they care for the stiff breeze on the pier; so towards the afternoon a move was made to the large square in the centre of the town where the balloon was to ascend at 6 p.m. We thought to take time by the forelock and were there by five p.m. By that hour the balloon was three-quarters full, and was held by a squad of soldiers who kept hold of the netting which covered the balloon, and hooked on sandbags to it all round to steady it. The wind, though sheltered by the high buildings of the square, swayed the balloon about considerably, and we, as outsiders ignorant of aerostatics, thought the chance of an ascent very remote. A cordon of soldiers kept an open space some fifty yards square round the balloon, and within this privileged square we were admitted on payment of a franc each, and accommodated with a chair. We afterwards saw many walk in without paying. The first part of the performance was amusing. Several small balloons were sent off to try the force and direction of the wind, and then some inflated figures; these latter caused much merriment by the way in which they careered about as the gusts coming up from the different streets caught them. One, evidently a caricature of *le Petit Caporal*, turned several somersaults before he was fairly on the wings of the wind. By a rough calculation I made by timing the seconds these small balloons took to clear the town, they were travelling 200 yds. in ten seconds, or about forty miles an hour. Having sat watching the inflation of the balloon for fully three-quarters of an hour the soldiers began to pull it down again, so that the small end of the balloon was loose on the ground, and the top within 25ft. of the ground. There was then a general remark that the ascent would not come off, owing to the strong wind; but, as the programme included some ascents and descents at 10ft. ahead, we waited on the chance of seeing one, and perhaps with a secondary suspicion that it might break away with a cargo of town councillors, or other such easily spared material. The balloon was a new one, called 'The Tricolour,' and the well-known M. Jules Durouf was to conduct the ascent. This same man had made a perilous ascent over the sea, in company with M. Gaston Tissandier, at the Calais *fete* in 1868; and he was one of the first men who [illegible] besieged. The idea was to get blown over to England, but though now and then we could see a gust take a westerly direction, it soon got into the body of the current, which was blowing northwards towards Dunkirk and the North Sea. When the soldiers began to [illegible] reserved places were no longer kept clear, and the crowd came in as they wished. This certainly appeared to our minds as if the ascents were, for a time at least, put off, and taking this view of matters, we obeyed the calls of a more powerful voice, the inner man, and proceeded to the *table d'hôte* at 6 p.m. I made a good inspection of the car. It was a small basket about 5ft. by 4ft., with a seat on each side, just big enough to hold two small children. There was a small grapnel that would be useful for a four-oared gig, and some bags of sand. Whoever went up in this clothes-basket would have to squash tightly. The balloon held 800 metres of gas. We had got to the roast in our dinner, and I was conversing with some gentlemen of the town who intended going up after dinner if things suited, when we heard rather a confused sound from the market-square, and a man rushed by to say the balloon was going off. We did not wait longer for a summons, but by the time we reached the square it had topped the houses and was far out to sea, travelling at a great rate, so that in ten minutes it was out of sight. The whole population rushed on to the pier to see it, and the popular impression was that it had gone to England, others thought to Norway. Nobody, however, seemed to care much about it. They had seen the sight they expected, and that was enough. If the aeronaut fell, that was his fault. I did not even hear that he had his wife with him, until I saw it stated in the Paris papers. No news had reached Calais on Sept. 1 about the balloon, but the few who ventured an opinion were sure that Durouf would land on his feet somewhere. I can scarcely believe that a public aeronaut like Durouf would allow himself to be goaded into an ascent by the taunts of the mob, nor do I think there is the slightest truth in the statements. The spectators seemed perfectly satisfied with what they saw, and they watched the inflation in a most orderly manner."

The French journal, the *Gaulois*, says:—"The real name of the aeronaut is Jules Dufour, but he adopted the anagram of Durouf when he engaged to the pursuit which had always interested him. His parents kept a tobacco and liquor shop in the Faubourg Saint-Martin at the corner of the Rue Chateau-Landon. The father was one of the Old Guard under the First Napoleon, and went through four campaigns. He died about six years back, leaving a widow and three children. A large portion of the little fortune he left was employed in the purchase of a house in the Passage Fevillet, Faubourg Saint-Martin. Madame Dufour retired to the Rue Magnan, where she still lives. Durouf married a young girl, who brought to him only her labour and her courage, so that they are not much provided with the gifts of fortune."

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THE AMOU D[illegible]

([illegible] DAILY NEWS' SPECIAL CORRESPONDENT.)

THE HEAD OF THE DELTA, AUG[illegible]

There are few river basins of the earth which [illegible] such a diversity of interest as that which attaches to the countries traversed by the ancient Oxus, the A[illegible] to-day. "Here," says Colonel Yule, "is the one locality on the earth's surface to which, if some interpretations be just, the Mosaic narrative points, in unison with the traditions of Aryan nations, as the cradle of our common race. If Oxus and Jaxartes be not in truth rivers of the Adamic paradise, the names of Jyhoon and Syhoon show at least that they have been so regarded of old." It was from here that the three great races, the Iranian, the Turanian, and the Mongolian, took their departure to influence the career of mankind. Through the Oxus basin, the conquerors of the world have led their victorious hosts; and the triumphant march of Cyrus here found its close. In Khorasmia, the country of light, was the cradle of the worship of Zoroaster; and the gigantic remains of Bamian attest how Buddhism here found a home and flourished. The ruins of cities, half hidden beneath the moving desert sands, testify to a culture and a commerce long passed away; and serve, while recalling the traditions of the past, to awake in the imagination the possibilities of regeneration in the future.

Some forty years ago, it seemed possible that to England and to Englishmen would fall the task and the honour of re-civilising these wastes of the world; and of so contributing one more palimpsest to its history. But the short passage of Central Asian annals which commenced with the discovery of the source of the Amou by Wood, soon ended with the miserable tragedies of Stoddart and Conolly; and was as hastily and submissively abandoned, as it was brilliantly and impetuously entered upon. And so for a time were slavery and barbarism and the relics of a degraded culture left in undisturbed possession of the scene, until the advance of Russia in Central Asia brought these regions under her influence, and began to act upon their institutions. Though slavery, it is true, still exists to-day in the Central Asian Khanates, a few short years are certain to effect great and wondrous changes. A mighty and mortal blow has already been dealt to the old system of wholesale man stealing, and this in itself is a great result, obtained in a short time. Let the omen be accepted as a happy augury for the future.

The problem of the civilisation of the Khanate of Khiva is one which is considerably influenced by the phenomena of the great river traversing it. Just as Egyptian history is reflected by the waters of the Nile, so the political and social conditions of the Usbegs of Khiva are registered by the physical changes which the Amou has passed through. In epochs when, so to speak, the vitality of the river has been aided by the intelligence and wisdom of the Khivan Khans, its life-giving waters have showered benefits on the populations of its banks. But when fear, or lust of power, or other passions have been in sway, their result have been certainly and speedily evinced by the depopulation and lying waste of thousands of square miles of fertile country. The people inhabiting both banks to rely, in the almost rainless climate of Khiva, on the irrigation derived from the silt-charged waters of the Amou for their means of existence. Still further to the west, the nomad Turkomans on the borders of the Khanate depend entirely on the same source for the pasturage of their flocks and herds. For these, life is impossible in the absence of water, conveyed by the channels, derived from the river, and it is solely the possession of the power of granting or of withholding this necessary supply which gives the Khivan Khan a limited sovereignty over these tribes.

The difficulty of deciphering the half-effaced hieroglyphics, in which the history of Central Asia is written, finds some air from the persistence of the social conditions of its populations. While the West has marched on in the path of progress, the East has in comparison stood still. Herodotus, who, 2,000 years ago, relates of another place: "It has been told me that the King never gives the order to open the gates (of the water channels) till the suppliants have paid him a large sum of money, over and above the tribute"—might, had he been alive to-day, have written the same passage regarding the Khan of Khiva and the nomad Turkomans. By a similar show of temporary submission have these tribes, over and over again, purchased the favour of a supply of water from the Amou. But, whether from causes not yet known, or whether merely the lapse of time has undermined the central powers, and added to that of the people, the usual submission of ancient times has been replaced by a state of chronic hostility. And so, when a crisis supervenes, the tribes not uncommonly take up arms, and fight for the water which is withheld from them.

The last instance of this, which is made notable by its political and physical results, took place some thirty years ago, during the reign of Mahommed Amun Khan. Owing to differences with the Turkomans, inhabiting the country south of Lake Aboufri, that potentate cut off the water supply passing by the old channel of the Amou, which is known by the name of Loudon. The waters thus turned into the lower Amou found their way into the central part of the delta of the river, and resubmerged a large tract of country, which a long course of time had rescued from its previous condition of swamp and marsh. The Turkomans, hard put to it for means of existence, became more lawless than before, and five Khans have reigned in Khiva between Mahommed Amun and Mahommed Raheem the present Khan. [illegible] of thirty years hostilities, been slain in fight by the Turkomans. This passage of modern history is significant, exemplifying as it does how great a part is played by the waters of the Amou. By it, also, much light is thrown on the relations of old Oriental historians; so that it seems probable to some such analogous circumstance may even be attributed the great and mysterious change of the channel of the river itself, and the diversion of its waters from the Caspian into the Aral.

A careful and detailed study of the hydrology of the river can alone give the solution of this problem, which has for so long a time exercised the speculative faculties of geographers and geologists. But the circumstances glanced at will probably be found to have had a great influence on the past history of the changes in the course of the Amou. In addition, it may be inferred that, tilled as the land has always been by means of slave labour, rendered doubly inefficient by the cruelty of the Usbeg taskmasters, the system of irrigation in use is a very imperfect one. Not only does it admit of an enormous waste of valuable water is wasted which might serve to re-fertilise (it might almost be said to re-civilise) the countries between the Caspian and the Amou, but the water is taken from the river in a way necessitating a great expenditure of unnecessary labour, and tending directly to the wasting of its banks, and consequently to continual changes in its course. It is not possible, with the limited information available at this moment, to say what importance should be attributed to this disturbing cause. But on this point it may be interesting to give a quotation from Jenkinson, the English traveller in these parts in 1559. Jenkinson passed from the eastern shore of the Caspian across the plateau of Ust Urt, through Khiva to Bokhara. After twenty days' march from the Caspian with camels he arrives at a place which he is told was a gulf of that sea. "Here" he says, in quaint old English, "in times past, there did fall the great river Oxus, and now comed not so far." After advancing for two days further eastward, he reaches a place where "is low land, but very fruitful, where grow many good fruits. The water that serveth all the country is drawn by ditches out of the river Oxus into the great destruction of the said river, for which it falled not in the Caspian Sea, as it hath done in times past and in short time all that land is like to be distroied and to become a wilderness for want of water." In 1575 this anticipated destruction actually took place, and "all that land" was actually "distroied," and depopulated, as described by the Oriental historian Abulgazee. It is thus seen that both design and accident have contributed, in no small degree, to change the direction in which the waters of the Amou flow.

Had no exterior forces intervened in Khivan history, the state of matters glanced at might have continued, and changes in the Amou's course might, as before, have laid waste thousands more square miles of country, and have so gone on adding to the enormous deserts already contained in the basin of the river. But now that Russia has appeared on the scene, it may be hoped that any such further calamities may be spared to the people of the Khanate, and the populations generally of this unhappy valley. Possessing, as she does, the whole of the delta, and the right bank of the river from the Aral to the Bokharian frontier, any future changes in the course of the Amou waters will touch her interests very nearly. An act similar to that of Mahomed Ameer Khan, which has been recorded, she could not allow to be repeated, resulting as it did in the diversion of a quantity of water sufficient for the full irrigation of probably 6,000 square miles of wet crops, and in the submersion of some 1,600 square miles of delta lands used for cultivation and for grazing purposes by the Karakalpaks. These nomad Tartars with the persistence of ignorance, continue to this day the breeding of horses among the submerged delta lands; and it is a melancholy sight enough to see the herds of brood mares, with their foals, floundering about in the marshes with the mud up to their bellies! In the interests of her new subjects, and of that progress and [illegible] perforce find herself compelled gradually to intervene, and eventually even to direct, all matters concerning the hydrology of the Amou, even if she had no other incentive than the one stated.

But such another exists, and may be expected at no distant date to result in some practical measure. It cannot, indeed, be said that the navigation of the Amou, in the shape which has been hitherto anticipated, presents a very hopeful future. The western arm of the river is too shallow at the present day to be ascended from the Aral, and the mass of lakes and swamps of the delta, from which the central arm discharges, has been shown by a very recent examination to be entirely impassable. The Eastern or Yani Su branch still remains to be tried. Where this leaves the main stream, at the head of the delta, near Khodjeili, it has a breadth of nearly 150 yards, and a general depth of about 10 feet. For the purposes of a river navigation these dimensions are ample, and it is thought that they are preserved down to the mouth of this branch into the Aral. The current, however, runs at about three and a half miles an hour on the surface of the stream, which thus offers considerable hindrance to the ascent of any steamers but those possessing powerful engines.

But such a circumstance by no means disposes of the question of the uses to which Russia may turn the waters of the Amou. With wide deserts on both banks of the river, it would be something like a reproach to a civilised people to allow water sufficient for the fertilisation of 30,000,000 acres to waste itself in the delta swamps and to feed the salt lake of Aral uselessly. Deficient, too, as she is in communications with Central Asia, the day perhaps is not distant when the question will arise whether the Amou waters cannot be utilised to meet this want. In the intelligent determination of these questions will be found not only the solution of the problem of the re-civilisation of this part of the world, but the pecuniary advantage of Russia herself.

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PRINTER'S VARNISH,
ALSO
SECOND-HAND STEAMER BLOCKS AND SHIP BLOCKS.
Apply to the Manager, *Bombay Gazette* Office, Fort, Bombay.

INSURANCES.

ROYAL INSURANCE COMPANY.
CAPITAL.—£2,000,000 STERLING.
FUNDS INVESTED EXCEED £2,400,000 STERLING.

The "Royal" has never amalgamated with any other Company and the liability of its Shareholders is unlimited.

FIRE BRANCH.
Fire Premiums for 18[illegible] £76,925
Do. 18[illegible] £300,290
Do. 1872......... £516,288

POLICIES covering risks on Merchandise and Buildings in BOMBAY and MOFUSSIL continue to be granted by the above Company through their Agents. Detached Bungalows and Household Furniture, both in Bombay and in the Mofussil, insured on very favourable terms, [illegible] covered.

LIFE BRANCH.
Total Accumulated Funds......£1,602,016 11s.

The Undersigned, under instructions from the Head Office, are prepared to receive Proposals for Life Assurance with the above Company from Residents in India, and will be happy to afford every information regarding Rates of Premium, Participation in Profits, &c., to intending applicants for Insurance.

ANNUAL PREMIUM FOR CIVILIANS TO ASSURE Rs. 1,000.

Age next Birthday.	For the whole term of Life. With Profits.	For the whole term of Life. Without Profits.	For a limited number of Years. One year.	For a limited number of Years. Seven years.
	Rs. a.	Rs. a.	Rs. a.	Rs. a.
20	38 7	30 0	21 1	22 0
25	41 6	32 13	23 2	24 10
30	44 10	35 15	28 1	27 5
35	48 6	39 8	28 10	29 10

The reduction of premiums to European rates begins from the date at which the assured leaves either Alexandria or Port Said for Europe.

CAMPBELL, MITCHELL & Co.,
Agents, Royal Insurance Company.
Bombay, 15th Dec. 1873.

UNIVERSAL LIFE ASSURANCE SOCIETY.
Established in London and Calcutta 1834.
Confirmed by Special Act of Parliament, 6, William IV., Cap. 34
Subscribed Capital £500,000
Paid-up Capital £50,000
Invested Capital, accumulated assets .... Rs. 9,877,690
Of which Thirty-three Lakhs are invested in Indian Government Securities.
London Office.—No. 1, King William Street.

BOMBAY BRANCH.
Directors.
E. Tyrrell Leith, Esq. — Andrew Day, Esq.
John Macfarlane, Esq. — and
Frank Jefferson, Esq. — A. Owen, Esq.
[illegible]—Dr. H. Cook.
Solicitors—Messrs. [illegible] and Langley.

After the operation of upwards of 38 years, the Directors feel entitled, with great confidence, to invite the attention of the Public to the marked success which has attended this Society, and the strong claims it possesses to the confidence and support of all classes desirous of effecting Assurance on Lives.

Combining the advantages of a mutual and proprietary Company, and without attempting a rash competition with other offices, it has pursued a steady progressive course, affording all the benefits which, consistently with the Security to Assurers and Assured, can possibly be given.

The Tables of Rates for India have been accurately calculated from the Records of the late East India Company, and are as moderate as is consistent with perfect security.

The total number of Policies issued from the commencement of the Society to the end of the year 1872, was 10,910, assuring £3,717,589-15-11
And the amount of claims paid during the same period was £1,992,449-12-0
The Assets of the Society in England and India on the 1st December 1872 were £967,703-8-5
of which Thirty-three Lakhs are invested in Indian Government Securities.

A reduction of 50 per cent. on the Premia of Policies entitled to participate in the profits was declared on the 14th May 1873.
So that the Annual Premium of an Individual insuring on the Profit Scale at the age of 30, for the sum of Rs. 10,000 would be, at the Civil rate Rs. 480 0 0
And after 6 years he would be entitled to a reduction of 50 per cent. for Profit 240 0 0
Net Annual Premium...Rs. 240 0 0
Or at the reduced English rate...Rs. 246 0 0
Less 50 per cent. as above... „ 123 0 0
Net Annual Premium...Rs. 123 0 0

No Society, Mutual or Proprietary, with rates of premium so low as those of the Universal, and requiring so ample a Reserve for its Liabilities, has been able to afford larger advantages than these to its Assured.

The Rates for short terms are as low as those of any other Assurance Companies. Medical referees are remunerated by the Society by a honorarium of Rs. 16.

SPECIAL ADVANTAGES TO THE ASSURED AFFORDED BY THIS SOCIETY.
1st.—Perfect Security combined with the utmost Liberality and Economy in Rates of Premium.
2nd.—No Liability of Partnership.
3rd.—Lives below the Ordinary Standard of Health, or afflicted with Gout, Rupture, or other Ailment not immediately dangerous, may be assured at a moderate increase of the usual rate in proportion to the extra risk.
4th.—Assurances may be effected on Participating Scales, entitling to Profits; and on non-Participating Scales, viz., without Profits, at reduced Rates, for short periods or for the whole Term of Life.
5th.—Stamp Duty on all Policies paid by the Society, without charge to the Assured.
6th.—All Medical Fees, including those of the Medical Referee named by the Society, and of the Society's own Medical Examiners, are paid by the Society, except in cases of Assurances for a short term under Rs. 5,000, when the Medical Fees shall be paid by the Assured.
7th.—All claims paid within three months after satisfactory proof of Death, or earlier, under discount.
8th.—One Calendar Month, as days of Grace, allowed for payment of Premiums, and Claims Paid should Death occur within that period upon tender of the Premium within the days of Grace, or deduction of such Premium, with Interest, from the sum Assured, claimed upon Death.
9th.—Policies allowed to lapse, may be revived within three months of the Premium becoming due, on proof of good health and payment of a small fine, and within six months, at the discretion of the Board.
10th.—Policies, upon which the Age has been admitted, indisputable, except on the ground of Fraud.
11th.—Policies on Lives in India for the whole Term of Life which have been in force for the full period of three years are purchased by the Society, or Loans granted thereon to the extent of two-thirds of their surrendered value.
12th.—Written notices of Assignment of Policies received and registered by the Agents, such written notices to serve as Duplicates that one copy may be transmitted for registration in the Chief Office in London.

FORBES & Co., Agents, Bombay Branch.

[illegible] ANNUAL [illegible]

Amount of [illegible] holders exclusively ....

INDIAN BUSINESS [illegible]
Policies issued [illegible]
Amount Assured [illegible]
Annual Premium Income [illegible]

This result speaks for itself, and [illegible] the public that if a large sum has been expended in establishing the Company [illegible] magnificent outturn fully justifies [illegible] lay, more especially as it now [illegible] within the space of about two years [illegible] annual premium income of [illegible] £46,000 and in a very short time, [illegible] the present rate of progress, the Company may warrantably expect to take [illegible] tion which [illegible] it financially [illegible] head of every Life Assurance Society known, as it already is for its perfect security to Policy-holders, for its equity, and its liberality.

EXPLANATION OF THE POSITIVE SYSTEM OF LIFE ASSURANCE.

The Positive Government Security Life Assurance Company, Limited, consists of over Two Thousand Five Hundred Shareholders, who have paid up more than *Two Hundred and Fifty Thousand Pounds* of Capital, and also *Thirty-five Thousand Pounds* as Premiums on Shares, was founded for the purpose of introducing a new system of Life Assurance and Investment, which confers several important advantages upon the Assured never before presented to the public.

The Positive system gives to Life Assurance a new and valuable character, by providing the highest order of security in the world for the Assured, and sweeps away all the hazardous conditions and technicalities which surround ordinary Life Assurance,—it puts an end to policy forfeiture, and provides the Assured with a negotiable property for every Premium paid, and does not disturb the scientific principles on which Life Assurance has so long and safely rested.

1st.—All Policies are absolutely indisputable, and no restriction on foreign residence or travel is imposed.
2nd.—To meet all claims under Policies, special Trust Funds are created, by the accumulation in India, in the names of the Official Trustee, of all net premiums paid on such Assurances; besides which 50 per cent. of the paid-up capital of the Company is similarly invested in Consols in England in the names of the Central Trustees. The Trust deeds are open to inspection by intending Assurers at any Office of the Company.
3rd.—Investments must be made in Government Securities, of such amounts [illegible], which can be used for no purpose except payment of Policies.
4th.—Premiums [illegible] Whole World Rates, and are payable for a limited term only, instead of continuing a burthen throughout life.
5th.—Positive Notes, or paid-up Policies in the form of Promissory Notes payable to bearer, or, if preferred, to the executor or administrator of the Assured, are issued for a proportionate part of the amount insured upon each payment of premium being made, that is to say, if the Assured chooses to pay up by 30 annual payments the Positive Promissory Notes will be a thirtieth part of the amount insured.
6th.—Such Positive Notes cannot lapse, although no further premiums be paid, and are virtually paid-up Policies.
7th.—A minimum surrender value of 40 per cent. of premiums paid is fixed at [illegible] the Insurance with an option to the Insured of borrowing such 40 per cent. from the Company on easy terms, at any time.

WHOLE WORLD RATES FOR AN ASSURANCE OF Rs. 1,000 PAYABLE BY 3, 10, 15, [illegible] YEARLY PREMIUMS.

Age next Birthday.	3 Premiums. Amount of Positive Note for each Premium paid, being one-[illegible] part of each Rs. 1,000 Assured.	10 Premiums. Amount of Positive Note for each Premium paid, being one-tenth part of each Rs. 1,000 Assured.	15 Premiums. Amount of Positive Note for each Premium paid, being one-fifteenth part of each Rs. 1,000 Assured.	Age next Birthday.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	
20	91 [illegible]	[illegible]	[illegible]	20
25	98 [illegible]	[illegible]	[illegible]	25
30	104 [illegible]	[illegible]	[illegible]	30
35	110 [illegible]	61 2 0	47 [illegible]	35
40	126 [illegible]	[illegible]	[illegible]	40
45	138 [illegible]	71 4 0	57 [illegible]	45
50	151 [illegible]	[illegible]	61 [illegible]	50
55	168 [illegible]	[illegible]	73 [illegible]	55
60	184 [illegible]	103 15 4	[illegible]	60

Age next Birthday.	20 Premiums. Amount of Positive Note for each Premium paid, being one-twentieth part of each Rs. 1,000 Assured. Rs. 50.	25 Premiums. Amount of Positive Note for each Premium paid, being one-twenty-fifth part of each Rs. 1,000 Assured. Rs. 40.	30 Premiums. Amount of Positive Note for each Premium paid, being one-thirtieth part of each Rs. 1,000 Assured. Rs. 33-[illegible].	Age next Birthday.
	Rs. a. p.	Rs. a. p.	Rs. a. p.	
20	[illegible]	[illegible]	[illegible]	20
25	32 [illegible]	[illegible]	[illegible]	25
30	[illegible]	31 2 0	28 [illegible]	30
35	[illegible]	[illegible]	[illegible]	35
40	43 [illegible]	[illegible]	[illegible]	40
45	48 [illegible]	[illegible]	[illegible]	45
50	57 [illegible]	[illegible]	48 [illegible]	50
55	61 [illegible]	[illegible]	[illegible]	55
60	78 [illegible]	[illegible]	[illegible]	60

Payment may be made half-yearly or quarterly; for particulars see Prospectus Tables B. and C., pages 24 to 27.

The Medical Examiner, SIDNEY SMITH, Esq., M.D., will see Applicants at his own house, [illegible] Lane, [illegible], daily, between 9-30 and 11 A.M., or in the Fort, by appointment, at 1-30 P.M.

BOMBAY OFFICE:
TREACHER'S BUILDING.
Prospectuses, Tables of Rates, and all necessary information may be obtained on application to
GADDUM & Co.,
General Agents, Bombay.

LANCASHIRE INSURANCE COMPANY.
POLICIES are issued to cover GOODS and BUILDINGS in all parts of Bombay, as also in the Mofussil, at the lowest rates charged by other First-class Offices.
[illegible] & Co.,
Bombay Agents.

THE QUEEN INSURANCE COMPANY, FOR BOTH FIRE AND LIFE.
AUTHORISED CAPITAL—£2,000,000.
SUBSCRIBED CAPITAL—£1,798,300.
Trustees.
SIR THOMAS EDWARDS MOSS, Bart.
CHRISTOPHER BUSHELL, Esq.
EDWARD HEATH, Esq.
Chairman.
BERNARD HALL, Esq.
Deputy Chairman.
R. W. KELLEY, Esq.
[illegible] General Manager.
[illegible]
Sub-Manager.
THOMAS WALTON THOMSON, Esq.

In point of security the Queen's Policies are unsurpassed. Rates of Premium will be found as moderate as those of other first-class Offices, and the undersigned are now prepared to accept risks on even more favorable terms than hitherto.

Property in all parts of the Presidency insured upon favourable terms.

Settlements made with the utmost despatch.

LIFE DEPARTMENT.
This office offers considerable inducements to intending insurers. The careful selection of Lives secures large Bonuses, which the following figures show:—
New Business, First [illegible] £745,585
Ditto Second ditto £1,112,466
Under late arrangements, Policies are issued by this Company with special advantages on Civil and Military Lives, full particulars regarding which will be supplied, on application, by
LAWRENCE & Co.,
Agents in Bombay.

THE STANDARD LIFE ASSURANCE COMPANY.—Established 1825.
With which is now united
THE COLONIAL LIFE ASSURANCE COMPANY.
COLONIAL AND FOREIGN ASSURANCES.

An Amalgamation having been formed between the STANDARD LIFE ASSURANCE COMPANY and the COLONIAL LIFE ASSURANCE COMPANY, the business of the United Companies will henceforth be conducted under the title of
THE STANDARD LIFE ASSURANCE COMPANY.

THE ANNUAL REVENUE of the Standard Company is now upwards of £710,428, and the Accumulated Fund amounts to upwards of £4,284,618 sterling. The New Business transacted during the past year amounted to the large sum of £1,119,847 sterling, the corresponding Premiums amounting to £40,532 per annum.

MODERATE RATES charged for residence in the Colonies, India, and other places abroad.

LOCAL BOARDS and AGENCIES in India and in all the British Colonies, where every facility will be afforded in the transaction of business, and where Premiums may be paid and Claims paid.

Immediate reduction of Premium on return to Europe or their temperate climate, without Medical Certificate.

PROFITS divided every five years.

The New Colonial and Foreign Prospectus may be had on application at the Chief Offices of the Company, or to the Agents at home or abroad.

WILL. THOS. THOMSON,
Manager and Actuary.
D. CLUNIE GREGOR,
Colonial and Foreign Secretary.

BOMBAY BOARD.
P. W. Robertson, Esq., (Oriental Bank Corporation.)
A. Craig, Esq., (Messrs. Craigie, Lynch and Co.)
K. C. [illegible], Esq., (Messrs. [illegible] & Co.)
A. E. Ashley, Esq., (The London A. & A. Co., Limited.)
MEDICAL ADVISER.
Dr. JOHN MACKENZIE.
AGENTS AT BOMBAY,
THE LONDON, ASIATIC, AND AMERICAN COMPANY (Limited).

Printed and Published by [illegible] JAMES MACKENZIE MACLEAN, at the "Bombay Gazette" Steam Press, [illegible] Street, Fort, Bombay.
AGENTS—[illegible]

REGISTERED No. 17—1874.

The Bombay Gazette.

[illegible] NEW SERIES.

BOMBAY:—FRIDAY, OCTOBER 2, 1874.

THE BOMBAY GAZETTE.

[illegible]

TERMS FOR ADVERTISEMENTS.

[illegible]

For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found, &c., &c.

The scale for Advertisements belonging to any of these classes will be as follows:—

Not exceeding three lines ... Re. 1 [illegible]

Each succeeding line ... [illegible] As.

Advertisements exceeding five lines will be charged for at our rate of ordinary rates.

No Advertisement will be inserted for the [illegible], and payment must in all cases be made in Cash.

All Advertisements are charged according to the space occupied in Nonpareil, or the smallest type, [illegible] lines of which go to the inch.

[illegible]

ALL CHEQUES, MONEY ORDERS, and other Remittances, should be made payable to the "Proprietors of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fortnight [illegible].

The Steamship [illegible] Tons, [illegible] H.P., Commander J. [illegible], will be despatched on SATURDAY, the 3rd October, 1874, at [illegible]

[illegible]

Cargo for Singapore and China can be booked [illegible] at Galle to the Messageries Maritimes Company [illegible]

[illegible]

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH [illegible]

THE BRITISH INDIA [illegible] COMPANY (Limited) [illegible] the Persian Gulf, touching at KURRACHEE, GWADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, [illegible], and occasionally at BAHREIN, KOWEIT, and [illegible].

The s.s. INDIA, 1,460 Tons, [illegible] H.P., [illegible], will be despatched on FRIDAY, the [illegible] October, 1874, at [illegible]

[illegible]

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, will during the fair season despatch a steamer to Kurrachee every FRIDAY, at [illegible], and an Extra Steamer every MONDAY, at 2 P.M.

The s.s. INDIA, [illegible] Tons, [illegible] H.P., Commander J. Avers, will be despatched on FRIDAY, the 2nd October 1874 at 4 P.M.

The s.s. COCONADA, [illegible] Tons, [illegible] H.P., Commander B. J. Scurr, will be despatched on MONDAY, the 5th October 1874, at 2 P.M.

The s.s. PUNJAUB, [illegible] Tons, [illegible] H.P., Commander J. B. Gavin, will be despatched on FRIDAY, the 9th October 1874, at [illegible]

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

BOMBAY TO LIVERPOOL. VIA SUEZ CANAL.

THE Steam Ship PARADISE, [illegible] Tons, Captain [illegible], will leave on or about the [illegible] October [illegible] has [illegible] Cabin accommodation and Dining Saloon on deck.

Apply to KING, KING, & Co.

STEAM TO CARWAR COAST.

THE well-known and Fast sailing New Steamer [illegible] will leave on FRIDAY [illegible] October, at [illegible] for undermentioned [illegible]

For Passage or Freight apply to the Undersigned [illegible] CHUND [illegible]

RAMDASS [illegible]

STEAM COMMUNICATION WITH ITALY, VIA SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA. THE REGULAR STEAMERS LEAVE GENOA on the 24th and BOMBAY on the 1st of each month.

PASSENGERS' RATES.

(Inclusive of all Transit fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.
To Aden	[illegible]	[illegible]	[illegible]
Suez	[illegible]	[illegible]	[illegible]
Port Said	[illegible]	[illegible]	[illegible]
Alexandria	[illegible]	[illegible]	[illegible]
Messina	[illegible]	[illegible]	[illegible]
Naples	[illegible]	[illegible]	[illegible]
Leghorn	[illegible]	[illegible]	[illegible]
Genoa	[illegible]	[illegible]	[illegible]
Marseilles	[illegible]	[illegible]	[illegible]

Children under [illegible] years, free of charge. Children not above ten years, half rate.

NEXT STEAMERS FROM BOMBAY:—

"ARABIA," to sail on SUNDAY, 1st November 1874.

"INDIA," to sail on TUESDAY, 1st December 1874.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Passage [illegible] Freight, &c., apply to

C. GRONDONA,

Agent Rubattino Steam Navigation Company, No. [illegible] Hummum Street.

Bombay, 1st January 1874.

PRIZE MEDAL AWARDED,

[illegible]

RUSSEL & Co.,

LADIES, GENTLEMEN, AND CHILDREN, BOOT AND SHOE MAKERS.

[illegible]

PRICE-LIST.

[illegible]

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE Peninsular and Oriental Company's Steamers will be despatched [illegible] H. M.'s Mails as follows:—

S.S. NIZAM [illegible]

S.S. BOMBAY [illegible] Southampton.

S.S. HYDASPES [illegible]

S.S. BOKHARA [illegible] Southampton.

Passengers to Malta, Gibraltar, and Southampton are only booked once a fortnight, and by Steamers proceeding direct via the Suez Canal.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but continue to proceed by Mail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Ferry Bunder at Mazagon at 3 P.M. precisely on the day of sailing.

Cargo can be shipped to the following places in addition to the usual Ports of call, viz.:—

"Messina, Naples, Leghorn, Genoa, Trieste, Odessa, Constantinople, Marseilles, Havre, London, Liverpool and New York.

F. D. PARKER,
Acting Superintendent.

Bombay, [illegible] September 1874.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 6th Oct. 1874, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S. S. DELHI, (2,173 tons and 400 H.P.,) Captain G. [illegible], will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Saturday, the 3rd Oct. 1874.

F. D. PARKER, Acting Superintendent.

Bombay, 21st September 1874.

HOTELS.

OPENING OF THE CHOWK HOTEL, MATHERAN.

THE BEST HOTEL ON THE HILL.

JEEWANJEE & Co., the Proprietors of the CHOWK HOTEL, MATHERAN, in thanking Visitors for the very liberal Patronage extended to the Hotel in former Seasons, beg to intimate that the Hotel is now open.

The Chowk Hotel is the highest Bungalow on Matheran Hill, and is therefore well exposed to the breeze. There is a large Verandah, from which the view is very extensive and pleasing, and also an excellent Billiard Table. Attached to the Hotel is a fine range of Bedrooms, and the furnishing and thorough cleanliness maintained will, the Proprietors hope, continue to secure the comfort of Visitors and afford satisfaction. Care is taken to keep on stock a good supply of Wines, Spirits, &c., of the first quality.

TERMS AS BEFORE.

JEEWANJEE & Co.

THE VICTORIA HOTEL,

No. 1, ESPLANADE,

BY

PALLONJEE PESTONJEE.

[Situated 200 yards North of Her Majesty's Statue and three minutes' drive of the G. I. P. Railway Terminus, and the Church Gate Station of the B. B. & C. I. Railway.]

MR. PALLONJEE PESTONJEE, the well-known Proprietor of the Old Established Adelphi and Adelphi Family Hotels, begs [illegible] well-served [illegible] at a moment's notice, and attendance will [illegible] to be desired. The Building is fine, commodious, and airy, [illegible] furnished, fitted up with gas and Vehar water, and has [illegible] Bath-Rooms, &c. Amongst others, this Hotel has the advantage of being in a central position, being alike contiguous to the Fort, both Railway stations, Public and other Offices [illegible] Apollo Pier, where passengers by the different [illegible] are landed and embarked. It is moreover [illegible] and is one, to the sea breeze, and is in one of the quietest and most salubrious localities in the island, and Mr. Pallonjee, of his long experience in the business, believes that his new Hotel being so easily accessible and pleasantly situated will supply a want long felt by the local Gentry as well will prove to be a comfortable Residence and a place of rest and sojourn for Travellers and others staying in Bombay.

Bombay, 21st September 1874.

NOW READY.

THE INDIAN TRAVELLERS' GUIDE FOR OCTOBER, 1874.

PRICE—EIGHT ANNAS.

With a New Coloured Map.

CONTAINING, besides the other usual information, the latest alterations in the Time Tables of the several lines of Railway, and in the running of the Local Trains between Bombay and Bandora.

The Guide, having a large circulation amongst Travellers, by Rail and otherwise, is a most effective medium for Advertisements.

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Scale of Fares for Palanquins.

Scale of Fares for Boats for Bombay Harbour.

May be had at the Bombay Railway Terminal, and of the following

AGENTS:—

Bombay ... Thacker, Vining & Co.; J. and W. Watson & Co. Hormusjee Sorabjee, Bookseller; Hammond's Refreshment Rooms; Messrs. Cooper & Co.; Auckland Hotel; Byculla Hotel; and Messrs. Atmaram Sagoon & Co.

Allahabad ... Kellner & Co.

Alexandria ... D. Robertson & Co.

Bangalore ... "Spectator" Office.

Bombay ... Railway Refreshment Rooms.

Calcutta ... Wyman & Co.

Ceylon (Colombo) "Ceylon Observer" Office.

Egutpoora ... Railway Refreshment Rooms.

Kurrachee ... "Sindian" Press.

London ... G. Street, 30, Cornhill.

Madras ... Higginbotham & Co., "Madras Times," and "Madras Mail" Offices.

Matheran ... Chowk Hotel and Alexandra Hotel.

Ootacamund ... "Observer" Office.

Poona ... Treacher & Co.; D. S. Kemp & Co., and Royal Family Hotel.

JOYCE'S SPORTING AMMUNITION.

ESTABLISHED 1820.

THE attention of Sportsmen is invited to the following Ammunition, of the best quality, now in general use throughout England, India, and the Colonies.

JOYCE'S DOUBLE WATERPROOF CENTRAL-FIRE PERCUSSION CAPS.

Chemically-prepared Cloth and Felt Gun Wadding.

JOYCE'S GAS-TIGHT CARTRIDGES,

For Pin-fire and Central-fire Breech-loading Guns, Wire Cartridges for killing Game at long distances, AND EVERY DESCRIPTION OF SPORTING AMMUNITION. Sold by all Gunmakers and Dealers in Gunpowder.

FREDERICK JOYCE & Co.,

PATENTEES AND MANUFACTURERS,

57, UPPER THAMES STREET, LONDON.

MOST SUCCESSFUL REMEDIES

FOR

CONSUMPTION, WASTING, AND INDIGESTION

PANCREATIC EMULSION AND PANCEATINE,

As attested by reports from Medical Men who have made the subjects their special study. The lives of Consumptive Persons are prolonged, the appetite, strength, and weight are increased, digestion promoted, and the general condition of the body improved.

Sold in Bottles by the Manufacturers,

SAVORY AND MOORE,

143, NEW BOND STREET, LONDON, W.,

And Retail of all [illegible] Chemists and Storekeepers throughout the World, who also supply SAVORY & MOORE'S DATURA TATULA, [illegible] for Asthma, Bronchitis, &c.

NEW ADVERTISEMENTS.

HARBOUR STEAM FERRIES.

STEAM FERRIES (under Contract with Government).—STEAM FERRY BOATS ply daily across the Harbour, calling at the undermentioned Bunders:—

Fares from Bombay to	Oorun.	Hog Island.	Oolwa.	Rewas or Karanja.	Dhurumtur.	Thull.	Alibag.	Reodunda.
	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.
1st Class	2 0	2 0	3 0	2 0	3 0	2 8	2 0	4 0
2nd Class	0 8	0 12	0 12	0 12	1 0	1 0	1 4	1 8
3rd Class	0 4	0 6	0 6	0 6	0 8	0 4	0 6	0 8
Horses	3 0	4 0	4 0	3 0	5 0	2 8	3 0	5 0
Carriages	3 0	5 0	5 0	3 0	5 0	2 8	3 0	5 0
Bullocks	2 0	3 0	3 0	2 0	4 0	1 8	2 0	4 0
Dogs	0 3	0 4	0 4	0 3	0 4	0 2	0 3	0 4

CHILDREN under seven years half fare, under 2 years free.

PERSONAL LUGGAGE First Class 112 lbs., Second Class 56 lbs., and Third Class 28 lbs. free.

EXTRA LUGGAGE.—For each 10 lbs. or part of 10 lbs., one anna.

The Oolwa Ferry Boat leaves Bombay, Carnac Bunder, at 8 A.M. daily, and returning leaves Oolwa at 11 A.M.

The Dhurumtur Ferry Boat leaves Bombay, Carnac Bunder, at 9-30 A.M. daily, and returning leaves Dhurumtur at 1 P.M.

The Alibag Ferry Boat leaves Bombay, Carnac Bunder, at 2 P.M. daily, and returning leaves Reodunda at 5 A.M.

Passengers are required to obtain Tickets from the Bunder Clerks previous to their proceeding on board.

J. A. SHEPHERD.

No. 33, Meadow Street.

SURAT AND GOGO FERRY.

STEAM FERRY (under Contract with Government).—A STEAM FERRY BOAT plies every alternate day between SURAT and GOGO and *vice versa*, Sundays excepted.

	Fares.		Fares.
1st Class	Rs. 5 0	Horses	Rs. 4 0
2nd ,,	,, 3 0	Carriages	,, 4 0
3rd ,,	,, 1 8	Dogs	,, 0 6

CHILDREN under seven years half fare, and under 2 years free.

PERSONAL LUGGAGE First Class 112 lbs., Second Class 56 lbs., and Third Class 28 lbs. free.

EXTRA LUGGAGE.—For each 10 lbs. or part of 10 lbs., one anna.

The Steamer leaves Gogo every MONDAY, WEDNESDAY, and FRIDAY.

The Steamer leaves Surat every TUESDAY, THURSDAY, and SATURDAY.

The Steamer leaving Surat on SATURDAY proceeds to Bhownuggur, and leaves that port for Surat on MONDAY morning.

Further particulars can be learnt on application to the undermentioned Agents:—

MR. HOOSEIN MAHOMED, Gogo.
SYED COOTBOODEEN, Surat.

Or to the Undersigned at Bombay.

J. A. SHEPHERD.

No. 33, Meadow Street.

NOTICE.—In conformity with Section VII. of Act III. of 1872, NOTICE is hereby given, that the NEW LISTS of RATEPAYERS qualified to vote in the Election of Members of the Municipal Corporation for the City of Bombay and of those qualified to be elected to the said Corporation are now ready, and that they will be open to public inspection at the Office of the Assistant Municipal Commissioner and Assessor between the hours of 10 A.M. and 5 P.M., for 15 days from the date of this Notice.

W. G. PEDDER,
Municipal Commissioner.

Municipal Commissioner's Office, Bombay, 1st October 1874.

[illegible] SPINNING AND WEAVING COMPANY (Limited).—NOTICE is hereby given, that a SECOND CALL of Rupees [illegible] per Share of the above Company is MADE PAYABLE at the New Bank of Bombay (Limited) on or before the [illegible] day of OCTOBER next.

By Order of the Board of Directors,

ખુશાલ ચેલાભાઈની કું.

KHOOSALL CHELLABHOY & Co.,
Secretaries, Treasurers, and Agents.

31, Elphinstone Circle.

EQUATORIAL HAIR DOUCHE.

DURING the hot months succeeding the Monsoon there is nothing like the regular use of the above preparation for relieving oppressive fulness in the head, and otherwise maintaining health. The regular and constant formation of new hair is of great importance to the nervous system of the head, provided the conditions of such a process are healthy and natural, and this the use of the "Douche" ensures. It contains no Cantharides, Acetic Acid, or other injurious stimulant.

Per Bottle, Rs. 1-8 and Rs. 2-8.

D. S. KEMP & CO.,
SASSOON HOUSE, BOMBAY.

D. S. KEMP & CO.,

WHOLESALE CHEMISTS AND MANUFACTURERS.

(PRIZE MEDAL, 1873.)

Price List, Wholesale and General, furnished on receipt of card.

SASSOON HOUSE, 7, ELPHINSTONE CIRCLE, BOMBAY.

MEDICINE CHESTS.

"All Englishmen travel with Medicine Chests."—(*Rt. Hon'ble B. Disraeli.*)

A LARGE ASSORTMENT KEPT READY FILLED FOR THE CONVENIENCE OF TRAVELLERS AND OTHERS.

"Models of compactness."—*Indian Statesman.*

"Must be both popular and really valuable."—*Englishman.*

D. S. KEMP & Co.,
SASSOON HOUSE, 7, ELPHINSTONE CIRCLE, BOMBAY.

CHRYSAROBINE.

(TRADE MARK.)

IS an unfailing remedy for the disease noticed in the *Bombay Gazette* of the 1st September as so prevalent just now in Bombay and known under the [illegible] "*Dhobies' Itch,*" "*Malabar Itch,*" "*Indian Ringworm,*" "*Dadkar,*" "*Gutchkurru,*" "*Dhraj.*"

Per Phial, 8 Annas.

SOLUTION OF CHRYSAROBINE

A convenient form of the above, less liable to irritate and more cleanly in use.

Per Phial, Re. 1.

D. S. KEMP & CO.,
SASSOON HOUSE, BOMBAY.

ANGLO-INDIAN SPINNING & MANUFACTURING COMPANY (Limited).

The Gentleman holding powers from the Manchester Board has arrived, and the Share List of the above Company will be closed in Bombay on the 31st October.

It is proposed to allot the Shares in accordance with the order of the dates in which applications have been made.

Forms of Application and Prospectuses may be obtained at the Offices of the Company, 3 Parsee Bazaar Street, Bombay.

A Copy of the Memorandum and Articles of Association may be seen at the Offices of the Company's Solicitors, Messrs. CHALK and TURNER, Bombay.

MAPS OF INDIA.

FOR SALE, at the "*Bombay Gazette*" Office, a number of MAPS of INDIA similar to those which are incorporated in the *Indian Travellers' Guide.*

PRICE TWO ANNAS.

SPECIAL SHORT ADVERTISEMENTS.

AT BANDORA, TO LET, a furnished HOUSE, complete, for Two Months. Apply "F. P.," *Gazette* Office.

WANTED, a small BUNGALOW in or near the Fort. Address, with [illegible], "ADVERTISER," *Bombay Gazette* Office.

STRAYED, from No. 52, New [illegible] Sea Road, a BLACK CHINESE PUG DOG, white throat and grey paws. Name "CHIN-CHIN."

NOTICES.

NOTICE.—SEALED TENDERS will be received by the MUNICIPAL COMMISSIONER for the City of Bombay for the following CONTRACTS, for the year 1875:—

1. Supply of Petty Stores ... Up to 8th proximo.
2. Scraping the Roads ... Ditto.
3. Road Watering ... Up to 9th proximo.
4. Supply of Road Metal ... Ditto.
5. Do. of Sandstone ... Ditto.
6. Do. of Coal ... Ditto.
7. Do. of Carts and Bullocks ... Up to 10th proximo.
8. Annual repairs to Municipal Buildings ... Ditto.

Printed Forms of Tenders, Specifications, and Conditions of Contract can be had on payment at the Office of the Undersigned.

The Municipal Commissioner does not bind himself to accept the lowest or any Tender.

By Order of the Municipal Commissioner,

RIENZI WALTON, C.E.,
Executive Engineer, Municipality.

Bombay, Executive Engineer's Office, 29th September 1874.

THE BOMBAY BURMAH TRADING CORPORATION (LIMITED).

ધી બોમ્બે બરમા ટ્રેડીંગ કારપોરેશન લીમીટેડ.

धी बोंबे बरमा ट्रेडींग कारपोरेशन लिमिटेड.

NOTICE is hereby given, that the TRANSFER BOOKS of the CORPORATION will be CLOSED from the 28th SEPTEMBER to the 9th OCTOBER, both days inclusive, and that the DIVIDEND of Rs. 240 per SHARE will be PAYABLE on, and after the 12th IDEM.

By Order of the Board of Directors,

WALLACE & Co.,
Secretaries, Treasurers & Managers.

Bombay, 24th September 1874.

MOFUSSIL COMPANY (Limited).—NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the Shareholders will be held at the Registered Office of the Company, in Elphinstone Circle, on SATURDAY, the 10th October 1874, at 3 o'clock P.M., for the purpose of confirming the following Special Resolutions passed at an Extraordinary General Meeting of the Shareholders held on the 23rd day of September 1874:—

That Clause 76 of the Articles of Association of the Company be amended by deleting therefrom that portion thereof commencing with the word "annul," in the 4th line thereof and ending with the word "may," in the 13th line thereof, both words inclusive.

2. That Clause 77 of the said Articles of Association be amended by deleting therefrom so much thereof as follows:—the word "Special Resolution" in the 4th line of the said clause, namely, that portion thereof commencing with the words "a Resolution being" down to the end of the said Clause.

3. That the Directors be authorised to increase the present Capital of the Company by the issue of 625 additional shares of the nominal value of Rs. 400 each, of which Rs. 250 shall be paid up on allotment. That the said Shares shall be offered in the first instance at Rs. 40 each or at a premium of Rs. 50 per Share, to those Shareholders of the Company whose names appear on the Register of the Shareholders of the said Company on the 5th day of September 1874, and who shall apply for the same on or before the 15th day of November next, in the proportion of one such new Share for every four Shares standing in the name of the Shareholder or Shareholders so applying for the same, and the said new Shares or so many of them as may be so applied for shall be allotted by the Directors to the said Shareholders in the proportion aforesaid, on payment of the sum of Rs. 100 per Share as aforesaid, and that any and all the Shares of the said new issue which shall not be so applied for and allotted in manner aforesaid, or which shall remain unallotted after such allotment shall have been [illegible] to such Shareholders in the proportion aforesaid, shall be sold by Public Auction, for the benefit of the Company, and the proceeds thereof, as well as of those allotted and taken up on or before the 15th day of November, shall be applied towards Liquidation of the Debts of the Company.

4. That for the purpose of carrying out the provisions of the last Resolution the Directors be authorized to issue such a number of quarter Shares of the nominal value of Rs. 400 per whole Share as may be necessary.

By Order of the Directors,

W. NICOL & Co.,
Secretaries & Treasurers.

Bombay, 24th September 1874.

PURVEYING AND GENERAL AGENCY.

[illegible] numerous CONSTITUENTS, both in Bombay and [illegible], for the patronage and support they have hitherto [illegible] extended to him, and solicits the continuance of that support in both the supplying of their daily requirements as well as that of every necessities, such as Clothiery, Furniture, Crockery, Wines, &c.

Receiving and Despatching Packages to and from Europe and India.

Crawford Market.

ALL PERSONS indebted to, or who have Claims upon, the Estate of the late BRIGADIER-GENERAL SHEWELL are requested to communicate with the Undersigned by One Month after This Date, after which no Claims will be recognized.

A. M. SHEWELL, Major, Staff Corps,
Administrator to the Estate.

Marine Lines, Bombay, 1st October 1874.

FOR SALE, the Property of the MIRZAPORE and CENTRAL INDIA COTTON CLEANING and SCREWING COMPANY, Limited, in Liquidation, consisting of 8 PUCKA and 3 AUXILIARY SCREWS, 2 WOODEN SCREWS, with all Plant.—Apply to

SIR JOHN WEMYSS, Bart.,
Official Liquidator, Mirzapore.

JOHN MOIR AND SON,

ABERDEEN,

would direct attention to their Bacon, Hams, Sausages, Soups, &c., all prepared by their new process.

THEIR JAMS, JELLIES AND MARMALADES are all pure as labelled, not adulterated with pulp of other fruit.

SUN FIRE OFFICE, LONDON.

ESTABLISHED 1710.

INSURANCES effected upon Merchandise, Warehouses, Shops, Dwelling-houses, and their contents, in Bombay and the Mofussil, at the Current Rates.

CLAIMS arranged by the local Agents, and paid with promptitude and liberality.

PEEL, CASSELS, & Co., Agents.

ABERDEEN POLISHED GRANITE for MONUMENTS, in Red and Blue, from £5-0-0, free on board ship for any part of India. Inscriptions accurate and beautiful. Plans and prices free from JOHN W. LEGGE, Aberdeen, Scotland.

P. HAMILTON & CO.,

UNDERTAKERS AND SCULPTORS,

No. 6, Clare Road, Byculla.

HAS some very handsome MARBLE MONUMENTS, Raised Cross Tombs, Headstones, Monumental Crosses for Adults and Children of various designs. Inscriptions done in lead, very durable. Wall Tablets for Offices, neatly executed, and some very nice English Railings of all sizes.

Plain and Figured Memorial Cards for presentation, of all sizes.

FOR SALE, by the Undersigned a few small LOTS of SHERRY from Messrs. KENNAWAY & Co., of Exeter and London, just landed ex CARMARTHENSHIRE.

Black	Seal "Puro"	at Rs. 22	per dozen.
Green	,, "Oloroso"	at ,, 25	,,
White	,, "Romano"	at ,, 26	,,
Yellow	,, "Manzanilla"	at ,, 27	,,
Chocolate	,, "Aroma"	at ,, 28	,,
Blue	,, "Fino"	at ,, 29	,,
Red	,, "Amontillado"	at ,, 31	,,

SIR CHARLES FORBES & CO.

HAMILTON AND CO.,

JEWELLERS, GOLDSMITHS AND SILVERSMITHS

In Ordinary to H. E. the Viceroy of India,

WATCH AND CLOCK MAKERS,

Hummum Street, Bombay,

Have just received a further supply of

CHRISTENING PRESENTS.

	Rs.		Rs.
SILVER MUGS, richly gilt inside, and handsomely chased or engraved	30	to	70
,, ditto, and in morocco cases	35	to	120
,, and sets of Knife, Fork, and Spoon, in morocco cases	20	to	100
,, ditto, ditto combined, in case	54	to	180
,, BOWL AND SPOON, in case	100	to	170
,, FEEDING BOTTLES	30	to	40
,, PAP BOATS	15	to	28
SILVER Corals and Bells with Whistle	11	to	50
CORAL NECKLACES AND SLEEVE TIES, with gold clasps, 2 and 3 rows	25	to	50
MUSICAL BOXES, especially made for children	6	to	20

MORE EXPENSIVE SETS MADE TO ORDER.

Solid Gold sets of knife, fork, and spoon ... Rs. 200 to 350.

Ditto sets of knife, fork, spoon, and mug ... ,, 550 to 800.

CASHMERE WORK.

A large supply of this beautiful silver work just to hand, consisting of claret-jugs, surroys, salvers, goblets, mugs, muffineers, &c.

THE LATEST NOVELTY IN CARRIAGE AND PALANQUEEN CLOCKS.

Carriage Clocks of very best finish, chiming quarters and half hours on sweet toned gongs, compensation balance, and all the latest improvements, in morocco cases, Rs. 165.

The Army and Navy Clocks, and Time-pieces, Rs. 50 to Rs. 35.

Carriage Time-pieces, exactly the same in appearance as the above Clocks, but without striking movement, Rs. 50.

The Mignionette or Liliputian Carriage Clock, standing 3 inches in height, and going for 8 days. A very attractive novelty, and forming a charming adjunct to a Lady's Boudoir. It possesses a lever movement of exquisite finish, with compensation balance, in richly gilt or enamelled case, and with neat outer velvet or morocco case, Rs. 80 to 180.

Sketches and designs of Race Plate, Rifle and Regatta Cups, sent post free on application.

Catalogues and Price Lists post free on Application.

HAMILTON & Co.

ESTABLISHED 1751.

THE BEST ENGLISH WATCHES.

GOLDSMITHS' ALLIANCE, LIMITED,

(Late A. B. Savory & Sons),

WATCH AND CLOCK MAKERS,

11 & 12, CORNHILL, LONDON, ENGLAND.

Request the attention of purchasers to their celebrated Patent Lever Watches, which, being manufactured by themselves on the premises, are confidently recommended for accuracy and durability.

The following are specially adapted for India:—

PRICES OF SILVER WATCHES.

	£	s.	d.
Patent Lever Watch, jewelled, enamel dial	4	14	0
Ditto, jewelled in 4 holes and capped	6	6	0

In hunting cases, 10s. 6d. extra.

GOLD WATCHES (size for Ladies).

	£	s.	d.
Patent Lever Watch, richly engraved case, gold dial, jewelled, &c.	12	12	0
Ditto, keyless, in plain or engine-turned case, jewelled in 6 holes	21	0	0

GOLD WATCHES (size for Gentlemen).

	£	s.	d.
Patent Lever Watch, jewelled in 6 holes, in plain or engine-turned case	18	18	
Ditto, keyless, jewelled in 10 holes, in plain or engine-turned case	27	6	

Gold Watches in hunting cases, £3 3s. extra.

A Warranty is given with each Watch.

Orders addressed to the GOLDSMITHS' ALLIANCE, LIMITED, 11 and 12, Cornhill, London, accompanied by a remittance of 20 per cent., will be forwarded through their Agents,

Messrs. EWART, LATHAM & Co., Bombay;
Messrs. PARRY & Co., Madras;
Messrs. [illegible], & Co., Calcutta;
Messrs. GILLANDERS, ARBUTHNOT, & Co., Calcutta.

Pamphlet on Watches, gratis and post free.

BADHAM AND COMPANY'S SPECIAL KIT

for

OVERLAND PASSENGERS AND TRAVELLERS,

READY FOR IMMEDIATE USE.

CASH PRICES.

	Rs. a.
Deck Suits ... 10 to	16 8
Overland ,,	25 0
Warm ,,	30 0
Overcoats and Inverness Capes from	35 0
Dressing Gowns ... 9 to	29 0
Pyjama (each)	3 0
Oxford Shirts (each)	3 0
White do. (each)	4 8
Best Shrunk Flannel (each)	8 0
Silk and Wool (each)	8 8
Printed Cambric Shirts 4 to	4 8
Spun Silk Shirts	11 0
Under Vests ... 3-8 to	6 0
,, Pants ... 6 to	8 0
Travelling Caps	3 8
Travelling Hats	3 8
Cardigan Jackets very warm	9 8
Sheets per pair	9 8
Pillow Cases each	1 4
Portmanteaus or Overland Trunks	12 8 to 23 0
Solid Leather	40 0
Extra Large	75 0
Black Hide Bags	11 8
Extra Large	24 0
Cash Bags	6 12
Courier Bags	4 8
Money Belts	2 8
Soiled Linen Bags	4 12
Tiffin Baskets fitted 17 to	21 0
Air Pillows	5 0
Travelling Do	1 8
English Feather	7 8
,, Horse Hair	7 8
Cork Mattrasses	13 8
Rug Straps	1 8
Waterproof Coats	10 0
Linen Faced Collars, doz.	0 12
Linen ,, ,,	6 0
Cambric Handkerchiefs ,,	5 0
Cotton Socks ,,	11 8
Warm do. ,,	15 8
Bathing Drawers, each	2 0
Sponge Bags	2 0
Sponges	3 8
Soap Boxes	1 8
Tooth Brush Guards	0 12
Tooth Brushes	0 8
Nail Do.	0 14
Hair Brushes and Combs in Pigskin case	9 8
Blankets ... each	15 8
Long Rugs or Scotch Maude from ... 10 to	15 0
Resais or Quilt ... 7-8 to	12 8
Best Beech Overland Chairs from ... 7-8 to	12 8
Umbrellas with cover	9 0
Warm Gloves	1 14
,, Mitts	1 8
,, Mufflers	2 12
Pin Scarfs from	0 12
Sailor's Knot from	1 8

Folding District or Croquet Chairs with fancy Carpet Seats, Rs. 9-8.

A LARGE STOCK OF READY MADE CLOTHING ALWAYS ON HAND.

BADHAM AND COMPANY,

23, RAMPART ROW. BOMBAY.

SPECIAL ANNOUNCEMENT.

ASQUITH AND COMPANY'S NEW STOCK

For the coming Season is now landed.

THE FIRST SHOW DAY

will take place

THURSDAY, 1st OCTOBER, 1874.

Complete Sets of Patterns, with the New Catalogue, forwarded to *Mofussil Residents* Post Free on application.

THE OVERLAND KIT WAREHOUSE,

23 & 24, APOLLO STREET, BOMBAY.

NOTICES.

MESSRS. CAMPBELL & CO.,

TOBACCO PLANTERS,

CHEROOT, CIGAR AND CIGARETTE MANUFACTURERS,

DINDIGUL, MADRAS PRESIDENCY,

Have opened a Depot for the sale of their Cheroots, at EAST STREET, POONA.

PRICES IN POONA.

"A" OR CAMPBELL'S "PLANTATION" BRAND,

CHEROOTS AND CIGARS IN CEDAR BOXES.

No. 1	Large Cheroots	per 1,000 Rs.	24
,, 2	Medium size Cheroots	,,	21
,, 3	Smaller Cheroots	,,	17
,, 5	Large "Manilla"	,,	21
,, 4	Small "Havannahs"	,,	15
,, 6	Medium do.	,,	21
,, 7	Large do.	,,	23
,, 8	Tiny Manillas or Office Cheroots	,,	10

"C" OR TRICHINOPOLY BRAND,

CHEROOTS WITH STRAWS.

No. 1	Large Dawson's	per 1,000 Rs.	16
,, 2	Medium do.	,,	13

Messrs. CAMPBELL also allow a DISCOUNT of 10 per cent. on the Cash purchase of 2,000 Cheroots and a DISCOUNT of 10 per cent. on a Cash purchase of 10,000 Cheroots of "A" or Plantation Brand—the best Brand.

All Orders must be accompanied by Cash.

"PLANTATION WORKS,"

DINDIGUL,

MESSRS. CAMPBELL AND CO.,

East Street, Poona.

1st October 1874.

DEPOT IN ENGLAND,

12, King Street, Cheapside, London.

FAVRE, LEUBA, AND CO.,

4, HORNBY ROW,

BEG to draw the attention of the PUBLIC to their NEW STOCK of

SQUARE PALANQUIN TIME-PIECES, 5½ by 3 1/4 inch.

PATENT LEVER ESCAPEMENT, with Alarm, Rs. 80.

This Clock can be highly recommended for its shape and correctness in going.

SILVER OPEN-FACE KEYLESS WATCHES, Patent Lever Escapement ... Rs. 40

SILVER OPEN-FACE KEYLESS CRYSTAL BACK WATCHES, Patent Lever Escapement ... Rs. 40

BOTH WATCHES ARE GUARANTEED FOR ONE YEAR.

VIRGIN CORK.

FOR FERNERIES, ROCKWORK, ARBOURS, WINDOW BASKETS, FLOWER STANDS, GROTTOS BRACKETS, CASCADES, and for covering old walls; also as a protection from the rays of the Sun.

THE LONDON AND LISBON CORKWOOD COMPANY, Limited, of 28 Upper Thames Street, London, will execute orders for VIRGIN CORK, packed in Canvas, on the following terms:—

Cost and Freight to Bombay 50 shilling per cwt., payment by Draft at sight on a London House, in Exchange for Bill of Lading.

BOURNE AND SHEPHERD,

PHOTOGRAPHIC ARTISTS,

No. 10, RAMPART ROW, BOMBAY

(Near the Esplanade Hotel)

ALSO AT

CALCUTTA AND SIMLA.

STUDIO FOR PORTRAITURE OPEN DAILY FROM 9 A.M. TILL 4 P.M.

UPWARDS OF 3,000 PHOTOGRAPHS OF INDIAN SCENERY

Always on view.

These Photographs represent scenes in Cashmere, N. W. Provinces, the principal Hill Sanitaria, the snowy ranges of the Himalayas, Neilgherries, Southern India, Ceylon, Calcutta, Bombay Presidency, Rajpootana, and Burmah.

COLOURING.

Portraits painted in Oil or Water Colour, from the smallest Miniature up to the size of Life.

PETROLEUM LAMPS! LAMPS. LAMPS.

WRIGHT AND BUTLER,

MANUFACTURERS AND EXPORTERS,

BIRMINGHAM.

Table, Street, and Station Lamps and Lanterns of all descriptions, Chandeliers, Brackets, &c., in great variety.

Lamps fitted with American or any other description of Burner. Patentees of the celebrated

"ECLIPSE."—NO CHIMNEY BURNER!

Specially adapted for up-country districts, as all breakage of chimneys is avoided, and the light given much greater than that of any other burner same size wick. Photographs and Books containing over 500 designs upon application. Indents must be sent through an English house or covered by drafts 60 d/s.

ONE BOX OF CLARKE'S B 41 PILLS

IS warranted to cure all discharges from the Urinary Organs, in either sex, acquired or constitutional, Gravel and Pains in the Back. Sold in Boxes, 4s 6d each, by all Chemists and Patent Medicine Vendors.

Sole Proprietor, F. J. CLARKE,

APOTHECARIES' HALL, LINCOLN, ENGLAND.

EXPORT AGENTS.

Burgoyne, Burbidges and Co., Coleman Street, London.

Newbery and Sons, 37 Newgate Street, London.

Barclay and Sons, 95 Farringdon Street, London.

Sanger and Sons, Oxford Street, London.

And all the London Wholesale Houses.

AGENTS FOR THE BENGAL PRESIDENCY.

Smith, Stanistreet and Co.; Bathgate and Co., Calcutta.

AGENTS FOR THE BOMBAY PRESIDENCY.

Treacher and Co.; Bolton and Co.

AGENTS FOR THE MADRAS PRESIDENCY.

Barrie and Co; De Beaux and Co; Scott, Mascarenhas and Co.

AGENT FOR RANGOON.

The Rangoon Medical Hall.

NOTICES.

J. NEUBERG,

BOMBAY.

ANGLO-SWISS CONDENSED MILK,

BY DIRECT IMPORTATION FROM SWITZERLAND,

Rs. 27 per case of 4 dozen Tins.

Rs. 7 per single dozen.

FOR CASH ONLY.

NOTE.—Observe that the Genuine Swiss Milk has the words "prepared in Switzerland" written across the label in Red Ink.

OILMANSTORES,

BY

CROSSE AND BLACKWELL,

BELOW COST PRICES TO CLEAR STOCK.

A FRESH SHIPMENT OF EPPS'S COCOA.

EAU DE STUTTGART,

DOUBLE SURFINE,

IMMEASURABLY SUPERIOR TO THE USUAL EAU DE COLOGNE,

RS. 5 PER CASE OF 6 BOTTLES.

BASS' BEER,

BOTTLED BY

CAMERON AND SAUNDERS.

QUARTS, in Casks of 3 dozen each			Rs. 5 12	per doz.
PINTS,	do.	6 do.	,, 3 12	do.
IMPERIAL PINTS,	do.	4 dozen each	,, 4 12	do.

GUINNESS' STOUT,

BOTTLED BY

SPARKS AND MOLINE.

QUARTS, in Casks of 3 dozen each			Rs. 6 0	per doz.
PINTS,	do.	6 do.	,, 4 4	do.

SINGLE DOZENS AT FOUR ANNAS PER DOZ. EXTRA.

J. NEUBERG,

MEADOW STREET, BOMBAY.

HULSE'S SILVERING PASTE,

WARRANTED NOT TO CONTAIN ANY MERCURY.

For Cleaning and Reviving Electro Plate, Harness Mountings, &c.

BRASS AND COPPER ARTICLES EFFECTIVELY PLATED WITH THIS PASTE IN A QUARTER OF AN HOUR.

In pots, at Rs. 2 and 4 each.

Full directions with each Pot.

PREPARED ONLY

BY

HULSE AND NEPHEW,

MEDICAL HALL, AGRA.

ROWLAND AND CO.,

SADDLERY AND HARNESS ESTABLISHMENT,

19, MEADOW STREET AND RAMPART ROW,

BOMBAY.

Every description of SADDLES, BRIDLES, HARNESS, HORSE CLOTHING, SADDLE CLOTHS, HUNTING, RIDING and DRIVING WHIPS always on hand.

ORDERS promptly attended to, and the repairs of Saddlery, Harness, &c., carefully executed.

OUTSTATION ORDERS should be accompanied by a REMITTANCE or Reference for Payment in Bombay.

MESSRS. HEPTOOLA ALLEEBHOY AND COMPANY,

22, APOLLO STREET, OPPOSITE THE SECRETARIAT,

BEG respectfully to invite the attention of Merchants, Captains of Vessels, Contractors, and the Public in general, to their large Stock, consisting of SHIP CHANDLERY of all sorts, including Anti-fouling Composition for the bottoms of Steam-vessels, and every description of Engineering Plant for the repairs of Steamers, &c., &c. All articles supplied will be of the best quality and at moderate rates, and Orders will meet with prompt execution, and be carried out in a manner which, they trust, will meet with approbation and a continuance of favours. A few articles on hand enumerated below, which may meet with attention:—

Fancy Fireworks, English Manufacture.

Best Manilla Rope, at Rs. 38 per cwt.

Do. Coir Rope, at Rs. 10 per cwt.

Do. Tarred Hemp Rope (Europe), at Rs. 22 per cwt.

Steam Engine with boilers, complete.

Iron Chests and Cupboards of sizes.

Pumps of sorts.

Kerosine Oil, best quality.

Best Europe Canvas.

Peacock's and McInnes's Anti-foulding Composition.

McDougall's Disinfecting Powder.

Taps and Dies (Whitworth's), complete in cases.

Low Moor Iron Bars, Plates and Rivets.

Iron, English, Swedish, and Yorkshire, of every description.

Copper and Brass Pipes of sizes.

Roman and Portland Cement in Paint Oil of various sorts.

Casks.	Fire Engines complete.
Corrugated Iron.	Traversing Screw Jack.
Jim Crows.	Belting of sizes.
Smiths' English Bellows.	Clear Cloth.
Floor Cloth.	Iron Tanks of sizes.
Roller Skins.	Fire Bricks.
Bending Twine.	

N.B.—The Trade supplied at moderate rates.

GUNS, RIFLES, REVOLVERS.

SOUNDY, & Co.,

SOLE APPOINTED AGENTS FOR

LINCOLN JEFFRIES & Co.'s

Celebrated Sporting Guns and Rifles, and Patent Side Motion Gun.

Also GUNS and RIFLES, by

LEFAUCHEUX OF PARIS,

PIN or CENTRAL FIRE BREECH-LOADERS, ROOK or SALOON RIFLES and PISTOLS, MARTINI HENRY RIFLES.

SOUNDY & CO.,

BOMBAY.

NOTICES.

DESCHAMPS AND CO.,

(MADRAS AND BOMBAY),

CABINET & BILLIARD-TABLE MAKERS,

CARRIAGE BUILDERS,

AND

GENERAL MANUFACTURERS,

NEXT TO KEMP & CO.'S,

BOMBAY,

HAVE added to their business, CARRIAGE BUILDING of EVERY DESCRIPTION of the BEST MAKE, combining Elegance of Design, Superior Finish, and lightness of Construction.

BROUGHAMS, with 2 and 4 Seats, for one or a pair of Horses.

PILINTHUMS, very light Evening Carriages, 4 Seats, for 1 and 2 Horses.

PALANKEEN COACHES, with Venetians and Glass all round, comfortable for 4 persons, and well suited for Indian Climate.

MAIL PHAETON and WAGGONETTES, for 4 to 8 persons, with Patent Revolving Back Seats.

DOG CARTS, 4 and 2 Wheels, with or without Tops, American and London Patterns.

PONEY PARK, VICTORIA and BASKET PHAETONS, very light, for 2 and 4 persons, for 1 or a pair of Ponies or a Horse.

CANOE BAROUCHES, newest pattern, received from London, Paris and Vienna; handsome Carriages for a pair of Horses.

STATE CARRIAGES, with gilt and plated mountings, lined with the richest Silk and Damask.

BREAKS, MAIL COACHES, and other CARRIAGES made to order.

BILLIARD TABLES—Full size, 12 by 6 feet, with adjusting screw legs, slate or marble tops, Thurston's Rubber Cushions, a Billiard Balls, Cues and Stand, Marking Board and Rule of the Game. Rs. 1,600.

BILLIARD CLOTH—18, 20, and 22 Rs. per yard.

Sets of Billiard Balls, 2 1-16 inch club size, Rs. 25, also 2⅛ inch Rs. 24, and 2 inch Rs. 22.

Pyramid Balls, per set of 16, Rs. 110. Pool Balls, per Set of 12, Rs. [illegible]

Cue Stands for [illegible], Square or Revolving. Cues, ordinary Rs. 3, Half rich Rs. 4, and rich inlaid from 6 to 10 Rs. each.

Cement in phials Re. 1. Cue Tips 12 as. per dozen.

Cue Tip Fasteners, Rs. 4. Cue Tip Cutters, Rs. 4.

Billiard Chalk, Rs. 1-8 per Dozen.

Spare Slates, Spirit Levels, &c., &c.

BAGATELLE BOARDS—Improved pattern with rubber cushions, Pockets, Screw Legs for levelling, size 10 by 3 feet, 3 inches, Rs. 250.

Ditto from 100 to 250 Rupees, according to size and materials used.

CROQUET SETS—Made particularly for Indian Climate, club size, Rs. 85. Cavendish, Rs. 45.

MARBLE PAVEMENTS—1 Foot Square, white and black.

MINTON'S PAVEMENTS—7 inch squares of various handsome Patterns with borders, Rs. 2-8 per square foot.

ICE MACHINES, 2 and 4 Decanters, new model, acting as a Pump, gives 2, 3 and 4 decanters of Ice Water in less than 3 minutes and cannot get out of order; gives also 2 large lumps of Ice.

Pier Glasses in rich gilt frames, all sizes, from 5 feet to 18 feet.

Carpeting and Borders, recently received, very handsome and new patterns.

ESTIMATE AND ILLUSTRATED CATALOGUE FORWARDED.

G. NICOLL & CO.,

BOOT AND SHOE-MAKERS,

30, MEADOW STREET, BOMBAY,

Have always on hand a very select Stock of Ladies', Gentlemen's, and Children's Boots and Shoes.

FOR SALE AT THIS OFFICE:

THE ACT of PARLIAMENT constituting the HIGH COURT of BOMBAY, with the Letters Patent and other Documents relating to the same. Price RUPEES THREE.

WINES, SPIRITS, BEER, &c.

FOR SALE, JUST ARRIVED per Steamer FLORA, from Trieste—

VIENNA BEER, in 4 dozen Cases, at Rs. 6½ per dozen.

HUNGARIAN WINES, in 1 dozen cases, RED and WHITE, at Rs. 15 and 18, or 2 dozen Pints, at Rs. 16 and Rs. 20.

Apply to the Godown-keeper of

A. C. GUMPERT.

28, Bombay Green, opposite the Custom House.

GENUINE HUSCHKE'S

COLOGNE WATER, manufactured only by

F. MARIA FARINA,

No. 4,711,

COLOGNE.

Sole Agents for HUSCHKE'S COLOGNE WATER, and all Articles of Perfumery, manufactured by F. MARIA FARINA, No. 4,711, COLOGNE.

BELL, BRANDENBURG & Co.

NOTICE.

MESSRS. CUTLER, PALMER & CO.,

WINE MERCHANTS TO H. M. THE QUEEN, &c., &c., &c.

ESTABLISHED IN LONDON AND BORDEAUX, 1815; ESTABLISHED IN BOMBAY, 1842.

To counteract in some measure the necessity for increasing the Prices at per Dozen of Sherries and Cognac, we have, with the permission of Her Majesty's Customs, introduced a distinct description of package, thereby saving to the Consumer the cost of bottles, cases, corks, freight, dock charges, as well as labor. This package consists of 4-Gallon Jars, admirably adapted for the preservation of Wine, and so protected as to ensure them both against pillage or breakage, the Jars being wickered, and a Trade Mark safety Label affixed on each cork.

The economy to the Consumer is considerable, as will be seen by reference to the subjoined quotations:—

Rs. a.	Rs. a.
2 Doz. (4 Gallons) Sherry, [illegible] seal, very pale, dry and delicate ... cost 50 0	4 Gallons in Jar, Sherry, blue label, very pale, dry, and delicate ... 45 0 NOTE.—*This is a Special Wine, which we are now supplying for the first time, with the view of shipping it exclusively as our blue seal.*
2 Doz. (4 Gallons) Sherry, yellow seal, pale, medium colour ... cost 41 0	4 Gallons in Jar, Sherry, yellow seal ... 33 0
2 Doz. (4 Gallons) Sherry, white seal; a good dinner wine ... cost 34 0	4 Gallons in Jar, Sherry, white seal ... 27 0
2 Doz. (4 Gallons) Cognac No. 1, superior fine old pale ... cost [illegible]	4 Gallons in Jar, Cognac, No. 1 ... 61 8

The Jars can be returned for refilling, it being our intention to keep stocks of bright Wines and Cognacs in wood for this special purpose. In such case an allowance of Rs. 2 per Jar will be made, deducting all outlay for carriage to Godown.

2, DEAN LANE, BOMBAY.

VAUGHAN-JONES' "STANDARD" GINGER BRANDY

AND

ORANGE BITTERS.

Qualities as supplied to the Gold Coast Expedition.

These celebrated Cordials are the "very things" for hot climates.

Manufactured and bottled under REVENUE INSPECTION in London, and protected to Consumers by New Style Capsule. The Celebrated "STANDARD" CHERRY BRANDY, &c. to be had of all Dealers, and Wholesale only at

5, WATER LANE, LONDON.

Ask for VAUGHAN-JONES'S.

COMMERCIAL INTELLIGENCE.

THURSDAY EVENING, 1st October, 1874.

Yesterday's Liverpool Cotton Market closed steady, sales 15,000 bales; prices on the spot unchanged, but Mid Uplands, Oct.-Nov. shipment, was quoted at 7 15/16d., an advance of 1/16d. per lb.

This morning's market opened quiet but steady, probable sales 12,000 bales, imports 1,000. In New York, Mid Uplands on the spot were quoted at 16¾ cents, a decline of ⅛, while "futures" were ⅛ higher. The previous day's receipts at the American ports were comparatively heavy, 9,000 bales, the exports to Great Britain being 3,000 bales.

Coffee continues to be the only article of general produce showing any fluctuation of moment, yesterday's quotations representing a decline of 2s. per cwt.

Consols this morning open at 92⅛, a decline of ⅛; French Rentes at 99⅝, a fall of ⅛. Bar Silver is unaltered at 57 15/16 per oz.

Sterling Exchange has been extremely quiet, and although rates are not quotably altered the feeling if anything is weaker. We quote:—

Bank Bills, on demand .... 1s. 10 1/16d. per Rupee.
Bank Bills, 6 months' sight .... 1s. 10⅛d. ,,
Credits, 6 months' sight .... 1s. 10¼d. ,,
Documentary Bills, 6 months' sight ... 1s. 10 3/16d. ,,

Rates on Calcutta are unaltered, nor have we heard of any actual transactions. The same remarks apply to Government Paper.

The Share Market is not quite so active for Spinning Companies, and in some cases a decline in values has been established. Bank of Bombays are steady and Mazagon Land firm at an advance of Rs. 5 per share.

The enquiry for Cotton has been rather more active, but no extent of business has resulted, and prices are unaltered. Arrivals continue most limited, the quantity yesterday being only 137 bales.

Freights are dull at £1-18-9 by steam; sailing ship no quotation.

Piece Goods are being more freely dealt in at slightly reduced prices, but the demand is still comparatively slow.

BANKS.

No. of Shares	Nominal value p.s.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	8 p.ct.	Agra Bank	93
22,000	1,000	all	13 p.ct.	Bank of Bengal	1,420
10,000	500	all	12 p.ct.	Do. of Bombay New ...	700
10,000	500	250	12 p.ct.	Do. 2nd Rec. issue	[illegible]
5,250	1,000	all	8 p.ct.	Do. of Madras	1,309
10,000	250	all	[illegible]	Chartered Mercantile Bk of I. L. & China	300
40,000	125	all	12 p.ct.	Hong. & Shanghai Bank.	400 ad.
40,000	200	all	5 p.ct.	Chartered Bk. of I. A. & C.	175
10,000	250	125	5 p.ct.	National Bank of India ...	121
[illegible]	250	all	12 do.	Oriental Bank	315

SPINNING AND WEAVING COMPANIES.

No. of Shares	Nominal value p.s.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
625	1,250	all	150*	Alexandra Spinning	1,580
100	2,500	all	200*	Alliance Spinning	3,300
8	2,000	all	..	Bhownuggur M. & P. Co	2,160
900	1,000	all	100 p.s.*	Bombay United	1,650
[illegible]	100	100	25*	Broach Mills	295
9[illegible]	1,000	500	..	Colaba Spinning	1,170
1,500	1,000	all	10 p.s.	Dhurumsey Spinning ...	[illegible]
1,200	1,250	all	125 p.s.	Fleming S. W. Co.	1,340
1,300	1,000	all	115 p.s.	[illegible] Eastern	1,540
700	1,000	all	...	Hindustan S. W. Co......	[illegible]
750	1,000	all	60 p.s.	Jewraj Balloo Mills ...	1,625
500	1,000	1,000	...	Khandeish Spinning	1,280
300	1,000	1,000	...	Madras Spinning	1,175
250	1,000	550	65 p.s.*	Madras U. Spinning	1,225
[illegible]	1,000	all	...	Manockji Petit's	1,580
[illegible]	1,000	[illegible]	27 p.s.*	Morarjee Spinning	1,560
4,000	[illegible]	all	40*	Oriental	[illegible]
600	1,250	250	...	Prince of Wales Spinning	290
500	500	1,000	150 p.s.	Soonderdas Spinning ...	1,550
600	1,000	250	[illegible] p.s.	Do. do. ¼ share	410

* Per share for the half-year.

SHIPPING INTELLIGENCE.

The Ship Burmah, 1,174 tons, Captain W. M. Nicholson, will sail to-day in ballast for Rangoon.

The Barque Superb, 756 tons, Captain N. C. Neilson, will sail to-day for Penang, with a cargo of 25,240 Indian maunds salt.

The B. I. S. N. Co.'s s.s. Almora, 1,714 tons, Captain D. McCallum, arrived in harbour yesterday from Calcutta, (September 17th), with a cargo of 6 packages twist, 6 cases tea, 2,887 bags rice, 4 packages twine, 10 bottles quicksilver, 18 packages pepper, 15 packages oil, 3,338 packages gunnies, 7,804 bags sugar, and 1 package silk.

The B. I. S. N. Co.'s s.s. Kurrachee, 840 tons, Captain G. Natier, arrived in harbour yesterday from Kurrachee (September 28th), with a cargo of 68 bales wool, 1 case Ordnance stores, 2 cases Sind work, 1 parcel hats, and some packages transhipment cargo. She brought the following passengers:—Colonel Hogg and servant, and fourteen deck passengers.

The P. and O. Co.'s s.s. Lombardy, 1,786 tons, Captain E. M. Gillson, which arrived in harbour on the 30th ultimo, from Southampton (3rd September), via the Suez Canal, brought the English mail and the following cargo:—14 packages specie, 178 packages wine, 588 bundles iron, 26 kegs nails, 253 packages beer, 10 bottles quicksilver, 474 packages twist, 24,920 bricks, 590 bars and 4,613 bundles iron, 14 packages medicine, 6 cases vinegar, 6 cases copper sheets, 5 cases buttons, 65 packages oilmanstores, 6 cases perfumery, 12 cases hats, 5 cases boots, 5 cases screws, 87 cases brass sheets, 420 packages cottons, 40 casks empty bottles, 172 packages papers, 14 cases books, 200 tons coals, and some packages of merchandise, and some packages transhipment for different ports.

ARRIVALS.

Oct.	Vessel.	Commander.	From.
1	Kurrachee (s)	Natier	Kurrachee, Sept. 28.
	Almora (s)	McCallum	Calcutta, Sept. 17.

DEPARTURES.

Oct.	Vessel.	Commander.	Destination.
1	Persia (s)	Metcalfe	Genoa, &c.
	Skiddaw	Bergheaud	Batavia.
	Belvidere	[illegible]	Calcutta.

The following vessels obtained their port clearances yesterday:—
Ship Burmah, Nicholson, to Rangoon.
Barque Superb, Neilson, to Penang.

The barque Hope, to New York, was entered out for loading yesterday.

CALCUTTA.

ARRIVALS.

Sept.
27 [illegible] (s) .... James .... Kyouk Phyoo, Sept. 23.
Annie Fleming .... [illegible] .... Liverpool, May 24.
Edward Cardwell ... John .... Muscat, Aug. 29.

MADRAS.

ARRIVALS.

Sept.
29 [illegible] (s) .... Southampton.
[illegible] (s) .... Liverpool.

STEAMER REPORT.

Galle, 1st October, 8-10 a.m.—Mail steamer Nubia from Australia arrived.

ADEN.

ARRIVALS.

April 7 Pahlwan, ss, Nacoda, from Bombay.
Aug. 6 Kwang Tung, B.M., Elton, from Perim.
23 Royal Visitor, ship, Roberts, from Cardiff.
27 Albula, ship, Peters, from Cardiff.
Sept. 9 Persia, ship, Duncan, from Shields.
10 Morning Star, ship, McMillan, from Newcastle.
11 French Empire, ship, Thompson, from Shields.
13 Stowell Brown, ship, Anderson, from Liverpool.
14 Samena, Dutch, G. B., Van Ryn, from Rotterdam.
15 St. Pierre, ship, [illegible], from Mauritius.
16 Delhi, ss, Lee, from Suez.
16 Khiva, ss, Gaby, from Southampton.
16 Sindh, ss, Rapeau, from Shanghai.
17 Benledi, ss, Buchanan, from Calcutta.
17 Boadicea, ss, Walker, from Bombay.
17 [illegible], ss, Bosah, from Holland.
17 [illegible], ss, Covovich, from Trieste.
18 Jason, ship, De Boer, from Batavia.
19 Srinagar, ss, Darbishire, from London.
19 Don Ismael, ss, [illegible], from Suez.
20 Chancellor, ss, Reynolds, from Calcutta.
20 Kashgar, ss, [illegible], from Bombay.
21 Planet, ss, Lee, from Singapore.
21 Edward Barrow, ship, Cartmer, from Cardiff.
22 Historian, ss, Lupton, from Galle.
22 King Arthur, ss, Johnston, from Bombay.
23 Atalanta, ss, Shaw, from Calcutta.
23 Constance, ss, Summerson, from W. Hartlepool.
23 Navarino, ss, Burkett, from Calcutta.

DEPARTURES.

Aug.
16 Delhi, ss, Lee, to Bombay.
17 Royal Visitor, ship, Roberts, to Rangoon.
17 Samena, Dch. G. B., Van Ryn, to Atchin.
17 St. Pierre, ship, [illegible], to Massowah.
17 Khiva, ss, Gaby, to Calcutta.
17 Sindh, ss, Rapeau, to Marseilles.
17 Benledi, ss, Buchanan, to Genoa.
17 Boadicea, ss, Walker, to Liverpool.
18 Pahlwan, ss, [illegible], to Aden.
18 Moroti, ss, Visacich, to Bombay.
19 Jason, ss, P. De Boer, to Amsterdam.
19 Srinagar, ss, Darbishire, to Calcutta.
20 Chancellor, ss, Reynolds, to London.
20 Kashgar, ss, Pybus, to Suez.
21 Planet, ss, Lee, to New York.
22 Historian, ss, Lupton, to London.
22 King Arthur, ss, Johnston, to Liverpool.
23 Atalanta, ss, Shaw, to London.
23 Navarino, ss, Burkett, to London.

VESSELS IN HARBOUR.

Pahlwan, ss, Nacoda, from Bombay.
Kwang Tung, B.M., Elton, from Perim.
Albula, ship, Peters, from Cardiff.
Persia, ship, Duncan, from Shields.
Morning Star, ship, McMillan, from Newcastle.
French Empire, ship, Thompson, from Shields.
Stowell Brown, ship, Anderson, from Liverpool.
Srinagar, ss, Darbishire, from London.
Don Ismael, ss, [illegible], from Suez.
Edward Barrow, ship, Cartmer, from Cardiff.
Constance, ss, Summerson, from W. Hartlepool.

DAILY IMPORTS.—October 1.

FROM LIVERPOOL.

Parsee s, 160 boxes bar soap, Bhoymia Ebram; 5 bags corks, Merwanjee Maneckjee.

FROM LONDON.

Ethiopia s, 599 kegs steel, 1 cask washer, 2 packages hardware, and 1 cask copper nails, Heptoola Allybhoy and Co.

DAILY EXPORTS.—October 1.

FOR LIVERPOOL.

Paramatta s, 3 cases shawls, Paladass Moosadilal; 28 bales wool, Veerjee Vussonjee; 22 bales wool, Lilladhur Heeriee; 37 bales wool, Faizallabhoy Cassumbhoy; 56 bales cotton, Goodoo Premjee; 47 bales cotton, Devjee Premjee; 240 bales wool, Finlay Scott, and Co; 17 bales wool, Alsen, Riebe and Co; 20 bales wool, Perozbhomsey and Co; 7¼ cwts. linseed, S. Tyebjee and Co; 30 bales wool, Cursondass Nensey; 28 bales wool, Culliangee Pitamber.

FOR LONDON.

Mooltan s, 34 bales cotton Jairam Dyall; 250 bales cotton Ralli Brothers; 25 packages Jalirgal, Mooljee Govindjee; 9 cases mustskey, and 4 bundles T. shell, Goculdass Hurjeevan; 93½ cwts. horn, Hussun Noor Mamed.

FOR MARSEILLES.

Nizam s, 1,785 cwts. wheat and 675 cwts. gingelly seed, Ralli Brothers.

FOR VENICE.

Nizam s, 100 bales cotton, E. Spinner and Co.

FOR HONGKONG.

Delhi s, 1 case cambystone, Vundravan Jumnadass; 53 chests opium, Jairazbhoy Peerbhoy; 114 chests opium, E. D. Sassoon; 171 chests opium, E. D. Sassoon and Co; 83 chest opium, N. J. Abram.

FOR SHANGHAI.

Delhi s, 5½ chests opium, Gooljraj Seenganee.

WEATHER REPORTS.

Cannanore, 1st October, 4 p.m.—Weather clear, wind north west, thermometer 84.

Calicut, 1st October, 4-30 p.m.—Weather fine, wind south-west, thermometer 79, barometer 29-96, rainfall 72 cents.

Mangalore, 1st October, 10-30 a.m.—Weather clear, wind south-east to south-west, thermometer maximum 80, minimum 75, wet bulb 77, barometer 29 84, rainfall 10 cents.

Tuticorin, 1st October, 5 p.m.—Weather fair, wind east, thermometer 86, barometer 29 80.

Vingorla, 1st October, 5-4 p.m.—Weather clear, wind south-west [illegible], thermometer 84, rainfall 81 cents.

TELEGRAPH LINE REPORT.

Kurrachee, 1st October, 8 p.m.—Latest dates from United Kingdom, via Russia, 1st October, 2-30 p.m. Latest dates from Continent of Europe, via Russia, 1st October, 12-11 a.m. Cable right to Fao; Turkish line right to Pera; Persian line right to London.

BOMBAY GOVERNMENT TELEGRAPH OFFICE—1st October, 8 p.m.

Latest dates from United Kingdom.

Via Russia, 1st October, 11-40 a.m., Greenwich time. Time in transit, 1 hour 21 minutes.

Via Suez, 1st October, 1-15 p.m., Greenwich time. Time in transit, 1 hour.

Latest date from Continent of Europe.

Via Russia, 1st October, 12-11 p.m., Greenwich time. Time in transit, 2 hours 13 minutes.

Via Turkey, 29th September, 3-00 a.m., Greenwich time. Time in transit, 12 hours 12 minutes.

Via Suez, 1st October, 10-5 a.m., Greenwich time. Time in transit, 2 hours 54 minutes.

Latest date from Australia.

Via Singapore, 1st October, 6 p.m. Time in transit 4 hours 9 minutes.

The time occupied in the transmission of messages to Bombay from 8 a.m. of the 30th to 8 p.m. of the 1st October is as follows:—

	Max.		Min.	
From Calcutta	3	3	0	3
,, Galle	1	23	0	29
,, Kurrachee	0	37	0	6
,, Madras	0	12	0	5

HIGH COURT.—2nd October.

[Before the Hon. Sir Charles Sargent, Knight.]

LONG CAUSES.

49-74—Craigie, Lynch and Owen—Byramjee Jeejeebhoy v Purmanundass Jeevundass.—M. H. Khan.—Part heard.

81-74—M. H. Khan—Purmanundass Jeevundass v Byramjee Jeejeebhoy—Craigie, Lynch and Owen.—Part heard.

512-73—Craigie, Lynch and Owen—Dinshaw Shapoorjee v Byramjee Nusserwanjee—Remington, Hore and Langley.

114-74—M. B. Barbhaya—Hajeebhoy Valley v Meherally Dama and others—Tyabjee and Sayani.

118-74—Mr. Fletcher—Mariambebee, widow v Ameenabebee, widow.

[Before the Hon. Mr. Justice Bayley.]

LONG CAUSES.

611-73—Jefferson and Payne—Goswami Shri Girdharlaljee v Manordass Gordhundas—Suaparjee and Thackurdas.

85-74—Hearn and Cleveland—Govind Ransordjee &c. v. Ransord Rughoonath and others—V Hurrychund.

770-73—Jefferson and Payne—Khimjee Jairam v Jumnabaee, widow—Shamrao Pandoorung.

814-73—Remington, Hore and Langley—Sooabai v Luxmibai widow—Fletcher and Smith.

214-72—Tyabjee and Sayani—Tharia bhoy Topun v Tarrachund Ramchunder—J C Cama.

353-73—Jefferson and Payne—Merwanjee Dhunjeebhoy v Nowrojee Hussanjee and others—Shapoorjee and Thacordas.

[Before the Hon. Mr. Justice Marriott.]

ECCLESIASTICAL SIDE.

In the matter of the Last Will and Testament of Assoo Gangjee, deceased,—Currimbhoy Ebrahim another—Macfarlane and Skipsey v Allarukia Ruttonsey and another—J. C. Cama.

LONG CAUSES.

241-74—Chalk and Turner—Moosjee Vaijee and others v Moosjee Khursey—Macfarlane and Skipsey.—Part heard.

287-74—Hearn and Cleveland—Kadarbhoy Premchund v Bappoojee Narayen.

345-73—M M Munshi—Chhotaba Purshotum v Abdool Rozak—Tyabjee and Sayani.

134-74—Fleschman and Smith—Jehangier Hormusjee v Allarukia Sowjee—Hearn and Cleveland.

150-74—Remington, Hore, and Langley—Andrew John Macdonald v Peerbhoy Damjee and another—Tyabjee and Sayani and Jefferson and Payne.

MILITARY INTELLIGENCE.

ARRIVALS—September 30.

Hogg, Major, Brigade Staff, from furlough, from England.
Elliot, Surgeon Major, Bengal Medical Department, from furlough, from England.
Blair, Lieutenant Colonel, Mhairwarra Battalion, from furlough, from England.
Money, Major, Bengal 3rd Sikhs, on leave, from Dera Ismail Khan.
Gowan, Lieutenant, Bengal 17th Cavalry, on furlough, from Sealkote.
Symonds, Lieutenant, Revenue Survey, from leave, from England.

October 1.

Hogg, Lieutenant Colonel, 1st Belooch Regiment, on leave, from Kurrachee.

DEPARTURES—September 30.

Melvill, Lieutenant Colonel, Bengal 19th Lancers, to rejoin, to Lucknow.

October 1.

Brown, Major, Bengal Staff Corps, on medical certificate, to England.
Hennell, Captain, [illegible], to England.
[illegible], Lieutenant, Staff Corps, to rejoin, to Poona.

BOMBAY ARMY ORDERS.

By His Excellency the Commander-in-Chief.
Adjutant General's Office, Head Quarters,
Poona, 30th September 1874.

Officers Commanding Batteries of R H A, Brigades of Artillery, and British Regts, will forward to the Adjt Genl's Office, Poona, as soon as possible after the 1st April and 1st October in each year, a return of all men who have been discharged by purchase during the previous half year distinguishing those for whom the purchase money may have been paid in England.

The first return will be required for the half-year ending the 31st March 1875.

Under instructions from the Horse Guards, War Office, it is notified that the following Lts, just Commissioned, have been posted to the 6-D Brig R A as a temporary arrangement:—

W J Robertson No 3 Baty, C C Howard, No 4 Baty, H A D Curtis, No 5 Baty, A Keene No 6 Baty, and E G P Holland No 1 Baty.

With reference to G O C No 353, Surg Maj R A Chapple will remain in medical charge of the 18th Brig R A until its departure for England.

Surg Maj S H Smith, Indian Medical Service, recently returned from furlough, is placed on general duty, Bombay District.

With the sanction of Government, Serjt John Wheeler, Ordnance Department, is granted a furlough to Europe, for one year on medical certificate.

The undermentioned officer has leave of absence:—

3rd Hussars—Lt A J R Van Cortlandt, to England, per P and O Steamer, from date of embarkation, to appear before a medical board.

BOMBAY GOVERNMENT ORDERS.

(Bombay Government Gazette, October 1).

MILITARY DEPARTMENT.

The undermentioned Officer is allowed furlough to Europe for six months, on urgent private affairs.

Lieut-Col W Whitcombe, S C, Session Judge at Kurrachee.

The Government of India have ruled that furlough, on private affairs, within Indian limits or out of India, shall not be granted to more than two officers in any one Native Regiment at one time, and that, in the event of a third Officer having to go home on medical certificate, furlough shall not be granted to another Officer until one of the three Officers so absent shall have rejoined, and a second be expected to do so within three months.

Conductor John Crutley, of the Comst Dept, is granted a retiring pension of £75 per annum, from 1st Nov next, payable in England.

The furlough to Europe dated the 16th Sept 1874 granted to Maj W A Gillespie, S C, Depy Asst Adjt Genl for Musketry, is cancelled at that Officer's request.

The undermentioned Officer, having completed twenty years' service, to be Maj from the date specified, subject to Her Majesty's approval:—

Capt Edward Gordon Jenkins, S C, 29th September 1874.

The undermentioned Officer is allowed furlough to Europe for one year from date of departure in Dec next.

Lieut R L Price, S C, Asst Supt, Mysore Revenue Survey.

Lieut C A Coles, B S C, is allowed to proceed to Europe on medical certificate, in anticipation of the furlough which will be granted to him by the Govt of his own Presidency.

The furlough to Europe, dated 2nd September 1874, granted to Lieut-Col C J Prescott, S C, Supt, Revenue Survey and Assessment, Guzerat, is to have effect from the 5th instead of the 16th Nov next.

The services of Lieut C J Dickson, 11th N I, are placed at the disposal of Govt for employment under the Judicial Department.

The undermentioned Officer is allowed furlough to Europe for two years, from date of departure in Dec next.

Lieut-Col G E Thomas, Bo S C.

JUDICIAL DEPARTMENT.

The Hon the Chief Justice of H M's High Court of Judicature has been pleased to grant leave of absence, on medical certificate, for two years, to Mr John Macpherson, B A, Barrister-at-Law, Clerk of the Crown.

The Hon the Govr in Council is pleased to confirm the appointment by the Hon the Chief Justice of Mr Charles Frederick Farran, B A, Barrister-at-Law, to act as Clerk of the Crown during the absence of Mr Macpherson on leave, or until further orders.

Mr J L Johnston, Mag of the first class in the District of Sholapur, was in charge of the Office of Dist Supt of Police, Sholapur, from 8th May to 3rd June 1874, both days inclusive.

REVENUE DEPARTMENT.

Mr J W Robertson, Colr of Tanna, is allowed privilege leave of absence for three months from the 6th proximo, or such subsequent date as he may avail himself of it. During his absence Mr A K Nairne is to act as Colr, and Mr W Allen as First Asst Colr of Tanna.

Mr W F Sinclair is to act as Second Asst Colr of Tanna with the substantive appointment of Supy Asst Colr, during the period of Mr Allen's officiating as First Asst Colr.

Mr A H Spry, Actg Colr of Ahmadnagar, is allowed a furlough for fourteen months. He is also allowed subsidiary leave not exceeding fifteen days.

The appointment of Mr W R Hamilton as first grade Depy Colr is to have effect from 25th May last.

During the absence of Col W R Lambert on furlough, Lieut-Col L Dunsterville is appointed to act as Colr of Kurrachee, and Lieut-Col R R Wallace to act as Colr of Hydrabad.

GENERAL DEPARTMENT.

H E the Govr in Council is pleased to appoint Mr F H Souter, C S I, to be a Member of the Municipal Corporation of the City of Bombay in the room of T Ormiston, Esquire, resigned.

PUBLIC WORKS DEPARTMENT.

Mr C B Braham, Asst Engr, first grade, passed, on the 1st Sept 1874, an examination in the Mahrathi language according to the test prescribed in the P W Code, Chapter D.

Lieut H Clarke, R E, Asst Engr, second grade, and Mr Bomanjee Sorabjee, L C E, Asst Engr, third grade, passed, on the 17th Sept 1874 an examination in the Marathi language according to the tests prescribed in Section 1 Chapter D of the Revised P W Code.

EDUCATIONAL DEPARTMENT.

The following appointments, in connection with the Gujarathi Class in the Grant Medical College, have been approved by Government, with effect from the 1st Nov next:—

Mr Kaikhusro Rastomji Vicaji, L M, to be Teacher of Chemistry and Medical Jurisprudence.

Mr Dhirajaram Dalpatram, G G M C, to be Teacher of Anatomy and Physiology.

NOTIFICATIONS BY THE REVENUE AND POLICE COMMISSIONERS.

Mr R B Worthington delivered over and Mr J Moore received charge of the Office of Colr, Mag and Political Agent, Khandesh on the 22nd instant.

Mr T H Leach delivered over and Mr R B Worthington received charge of the Office of First Asst Colr and Mag first class, Khandesh, on the 22nd instant.

POSTAL NOTICES.

MAILS FOR KURRACHEE AND PERSIAN GULF.

To Kurrachee.

The B. I. S. N. Company's Contract Steamers will be despatched from Bombay to Kurrachee twice in a week, viz., on every Monday and Friday, until further notice.

Persian Gulf Mails.

The Mail Service by the Contract Steamers of the British India Steam Navigation Company between Bombay and the Persian Gulf will be weekly instead of fortnightly as at present.

A Mail will be despatched every Friday, until further notice.

Registered and ordinary Letters, as well as Book and Sample Packets and Parcels, can be posted up to 11 a.m. at the G. P. O. and late fee letters up to 1-30 on the day of departure of the Steamer, as above shown.

The latest hour for posting at Branch Post Offices is 10-30 a.m.

DESPATCH OF INLAND MAILS FROM BOMBAY.

Revised Table of the hours for closing the Inland Mail which came into force from the 1st July and will continue so until further notice:—

MAILS.	At General Post Office.		At Branch Offices.
	Ordinary Letters, &c.	After-Packet.	
For Bengal, N. W. Provinces, Punjab, Central Provinces, Malwa, Berar, and for all Post Towns on the N. E. Line of the G. I. P. Railway.	5 A.M.	9-30 A.M.	7-30 A.M.
For all Post Towns on the S. E. Line of the G. I. P. Railway, for Poona and Madras Presidency; also for Ahmednuggur, Beroor, Deccan, and S. M. Country.	12 NOON.	12-30 P.M.	10-30 A.M.
For ditto on the S. E. Line of the G. I. P. Railway, as far as Poona.	5 A.M.	5-30 A.M.	5 P.M. of previous day
For ditto on the B. B. and C. I. Railway for Guzerat, Kurrachee, Sind, Kattiawar, and Kutch.	4 A.M.	6 A.M.	5 P.M. of previous day.
For ditto in Southern Concan, i.e., for Penn, Nagotna, Mhar, Khed, Dapoolee, and Rutnagherry	6 A.M.	......	5 P.M. of previous day.

Registered letters and banghy parcels for despatch by all mails will be received, except on Sundays, from 10 A.M. to 4 P.M.

TO RESIDENTS OF POONA.

Residents of Poona may obtain the Bombay Gazette DAILY at Messrs. Phillips & Co.'s, POONA, price 4 annas. Also, on Tuesdays, the Indian Edition of the Bombay Gazette Overland Summary, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Military, published in the Daily Bombay Gazette.

DOMESTIC OCCURRENCES.

[The charge for notifying a domestic occurrence is two rupees, the announcement must be authenticated.]

BOMBAY.

BIRTH.

FAGAN—September 18th, at Aden, the wife of Lt-Colonel G. H. Fagan, 2nd Grenadiers, of a son.

OTHER PRESIDENCIES.

BIRTHS.

BARKER—September 26th, at Cawnpore, the wife of Mr. W. R. Barker, of a son.

PENNY—September 26th, at Saugor, C.P., the wife of Alfred Penny, Esq., P. W. D., of a daughter, premature.

DEATHS.

BILLON—September 26th, at No. 10, Pepolpatti Road, Blowpore, B. H. Billon, Deputy Collector, 24 Pergunnahs, aged 36 years and 25 days.

CRAWFORD—September 25th, at Allahabad, William Ebenezer, younger son of the late Henry Crawford, aged 22 years and 4 days.

All Money Orders, Cheques, and other Remittances, sent to this office, should be made payable to the "Proprietor of the Bombay Gazette."

The Bombay Gazette.

FRIDAY, OCTOBER 2, 1874.

The Times has been singularly unfortunate of late in its comments on Indian affairs. Somebody seems to have put the leading journal on the right track as regards the Guckwar of Baroda, and to have saved it from being led by the nose by that clever Bombay photographer, Mr. Hurrychund Chintamon, whom the spasmodic Spectator not long ago described as possessing the features and manners of an old Roman noble and the intellect of a Disraeli or a Machiavelli. But on all the other Indian questions which have come up for discussion this year the Times has been so utterly and grotesquely wrong, that it is clear the leading journal has lost, so far at least as India is concerned, that faculty of political insight which originally gained it its position. The views, for instance, expressed by the Times about the Famine were for many months so unreasonable that they aroused general indignation. Then, having had the candour to air [illegible] at last, in this matter, to do justice to Lord Northbrook's policy, the Times must next publish its brutal article about the condition of the Poor Whites in India, and pat on the back the thoughtless gentlemen, of whom that great goose, Mr. E. H. Elliot, is the chief, who have made up their minds that India is ruined by over-population. Finally, the world is allowed to enjoy a hearty laugh at the ignorance of a writer on the staff of the Times, who, having read correspondence showing what were the Duke of Argyll's opinions about break of gauge on Indian railways, wrote an article emphatically approving the decision of the India Office, without having the slightest suspicion that that decision had been reversed by Lord Salisbury three months before the publication of the leading article. The writer is, however, to be pitied rather than blamed for this blunder; for no doubt his instructions were to say ditto to the India Office, and the editor ought to have taken care to let him know that that department had changed its mind.

Lord Salisbury's Council Minute and Despatch to the Government of India, both of which we publish this morning, will however have enabled the Times to escape from a false position, and to redeem its character for wisdom by accepting the conclusions of the new Secretary of State with as much heartiness as if they were not totally opposed to those of his predecessor. By next mail, no doubt, we shall hear that, whatever may be urged in favour of the narrow gauge on grounds of economy, the leading journal has always been of opinion with Lord Salisbury that military efficiency is the first thing to be considered by the Government of India, and that in comparison with the importance of this great end the saving of a few thousands a year at the cost of creating a break of gauge would be a pitiful and mischievous piece of economy. For us, who have from the first steadily denounced the contemplated break of gauge as a mistake similar in principle if not equal in magnitude to that of arming soldiers with an interior weapon instead of giving them the best that can be procured at any price, it is to-day no mean triumph to be able to put on record a despatch from the Secretary of State which averts from this country the disastrous consequences of the shortsighted railway policy of Lord Mayo and General Strachey. Lord Salisbury has been guided in coming to his decision solely by consideration of how the India Railways could be worked in time of war if there were no uniformity of gauge on the trunk lines leading to the North-West Frontier. He thinks that, as India pays £16,000,000 a year for an efficient army, the additional sum of £60,000 a year, which is as much as the adoption of a uniform gauge will cost, is not too high a price to pay as insurance money to provide against the risk of the military machine getting out of gear and breaking down, as a man of Lord Napier's experience and sagacity prophesies it would do if encumbered by break of gauge during a campaign. In the Minute submitted to the Council of India Lord Salisbury, who eschews the stilted dulness of ordinary Ministers and does not disdain to put into his official paper the vigorous and bracing tone and the literary finish that distinguished his essays in the Quarterly Review, gives a lively picture of the state of confusion that would be caused by the shifting of men, arms, baggage, and stores from the broad to the narrow gauge at a time when perhaps moments might be priceless. Then, with the scorn which a man of clear conceptions and high spirit cannot but feel for men who fancy they can protect India from invasion by keeping her in a state of political paralysis, Lord Salisbury brushes away the argument that India will always have leisure to concentrate her troops by remarking that this argument depends wholly "on the assumption that the only way of "defending India is to sit still behind the "Indus." That remark seals the doom of the policy of masterly inactivity. Old fashioned Anglo-Indian statesmen will positively shudder when they read Lord Salisbury's daring speculation that "a rapid advance to Khelat, or "beyond it, may be a necessary portion of our "strategy," and that in such a case the break of gauge "will work under the most favour-"able conditions for producing confusion." But the present Secretary of State avows that he has been studying closely "the condition of "our frontier politics," and it is quite plain that he does not like the look of things, and that, if he can help it, England will not wait patiently in the future, as she has waited in the past, to have her hand forced over and over again by Russia.

But the point of immediate interest to Bombay is whether the decision of Lord Salisbury to make the Indus Valley and Northern Punjab lines on the broad gauge carries with it, in principle, the obligation to come to a similar decision in the case of the West Rajpootana Railway. At first sight, it would seem that the Secretary of State thinks it does not; indeed, he expressly says—"The frontier lines stand by "themselves. If there is any other line in "India required to complete the last stage of "communication between the capital of India "and its most promising port, and at the same "time to give immediate military access from all "the great towns of India to its most dangerous "frontier, the fate of that line will undoubtedly "be prejudged by our decision on the Indus "Valley and Peshawur lines. But I know of "no such analogous case." This plain language is of a kind to damp the hopes lately raised by the arguments of the Government of India. But it must be considered that, at the time of writing his Minute, Lord Salisbury had not had the case of the West Rajpootana line put clearly and fully before him, as it has since been put by Sir Bartle Frere and Mr. Mathew. This line may not fulfil all the conditions insisted upon by him in the sentence we have quoted, for it would seem from his words that it is a sine quâ non of a trunk line in India to afford access to the capital, Calcutta. But no one, who studies the question, can help seeing that the shortest and most direct railway from Bombay to the North-West frontier is simply the most important military line in India. Kurrachee, though in the matter of speedy communication with England it rivals Bombay, is at present isolated from the rest of India; and it is no local vanity which makes us think that this seaport, with its network of railways spreading out to all parts of the country, must [illegible] the principal base of operations for the British army in India. The Indus Valley line is of great importance, but it would obviously be bad strategy to rely on one isolated line running parallel and close to the frontier, and therefore exposed at innumerable points to the incursions of the enemy. The line from Bombay to Agra, on the other hand, would be secure from attack along its whole length; and, if trains could run right through from Bombay to Peshawur by this route, not only could regiments arriving here by sea be hurried forward without delay to the frontier, but troops might be drawn in case of need from Hyderabad, Bangalore, and the whole of Southern India to reinforce the garrison of the Punjab. We are quite confident that Lord Napier could make out an irresistible case for including the Rajpootana line in the broad gauge system; and we hope that his Lordship, to whom the country already owes the rescue of the railways of Upper India from mutilation by the hand of General Strachey, will not rest till he has completed the good work by saving Bombay and Central India from the calamity with which they are threatened. The present Commander-in-Chief has done great things in many ways for India, but he can leave behind him no worthier monument of his wisdom as a soldier-statesman than a complete system of uniform gauge railways so planned as to be of the utmost possible service to the army charged with the defence of the country.

NOTE OF THE DAY.

Sir J. D. Astley, M. P. for Lincolnshire, seems to be a revivification of one of the blunt, unrefined old country squires whom Fielding took so much delight in satirising. Responding a week or two ago to the toast "The County members" at a ram show dinner at Owersby, Sir J. Astley delivered his political opinions with a freshness and originality which contrast vividly with the ordinary cautious outpourings of political oracles, who must be dark and discreet or nothing. "The last time," said the County member, that he was amongst them he would have "bet any one 1,000 to 5 that he would never be in the House. (Laughter.) His grandfather had spent a thundering lot of money in that game, but he has always put down in his cook a memorandum to keep out of that way. (Laughter and applause.) He (the speaker) had not, however, spent a shilling over his election, and he must say he felt as proud as old Lucifer of the honour which they had conferred upon him. (Laughter.) But the House of Commons was not altogether a place to be coveted or desired, and he doubted whether any gentleman who was used to the country would care to be shut up there hour after hour, day and night. There were besides, a lot of Irish chaps—(laughter)—in the House, who sometimes made him very angry. He thought there were about sixty of these fellows in the House, and he believed about forty of them were the most confounded rascals he ever saw. (Laughter and applause.) He did not find fault with anybody because he might hold different opinions to him, but he entirely lost his patience when these "covies"—(laughter)—who came into the House and took up the whole of an afternoon, and carried on far into the night, when some pressing motion was coming on talking about their little rotten Ireland—(laughter)—whether the whisky was to be Irish or Scotch, or whether the potatoes should be kidneys or something else. (Renewed laughter.) Such discussions as those was one of the things which drove him clean out of the House, and tended to make a man more careless than he should be. These forty Irish rascals to whom he had referred took up more time than all the rest of the members, and used much stronger language; but, fortunately, they were divided amongst themselves. One night a discussion was got up about a prosecution against a newspaper in Ireland, called the Flag of Ireland. They began to talk about how badly Ireland was used, because the editor of that paper—they could easily imagine from its name what it was—was prosecuted, and eight or nine of them got up and almost cried about 'Poor Ireland!' (Roars of laughter.) Another gentleman from Ireland, who was so much of an Englishman as to keep a pack of hounds, however, got up and said he hoped that 'England and the English people would not take what had been said as the general feeling of Ireland, because it was only the opinions expressed by the miserable scribes who wrote in the paper in question which were represented.' It was true that there were several very farseeing men amongst the party, but a great many had been returned to Parliament simply in the interests of Home Rule." Sir J. D. Astley, if he is ever made Prime Minister, will deserve more than Lord Palmerston ever did to be depicted with a straw in his mouth, or some similar bucolic and horsey symbol.

LORD SALISBURY ON BREAK OF GAUGE.

MINUTE FOR COUNCIL BY THE SECRETARY OF STATE.

My first impression of the Indus Valley controversy was that the importance of the gauge question had been overrated, and that I [illegible] call to stir in the matter, unless strongly pressed by the Government of India. But a study of the railways papers, and a nearer acquaintance with the condition of our frontier politics led me to telegraph to Lord Northbrook not to regard the orders of last February as final; and to solicit an expression of his views. He has informed me that he retains the objections to a break of gauge which he had previously expressed. He has also sent officially a memorandum from the Commander-in-Chief which deserves careful attention. In conformity with those expressions of opinion, I propose to bring the matter before Council again. Though members of Council have probably formed their own opinions very decidedly, it will still be proper that I should give the reasons which induce me to invite them to reconsider the decision pronounced three months ago.

I am not opening the whole gauge question. On purely commercial grounds it seems clear that it will not pay to make any more broad gauge lines. Even the narrow gauge lines will for some time to come give, at best, only an indirect return. But the frontier lines stand by themselves. Sir R. Temple and Mr. Ellis seem to apprehend that a decision upon these will affect our conduct in respect to all the others. I cannot recognise any analogy between the two cases. If there is any other line in India required to complete the last stage of communication between the capital of India and its most promising port, and at the same time to give immediate military access from all the great towns of India to its most dangerous frontier, the fate of that line will undoubtedly be prejudged by our decision on the Indus Valley and Peshawur lines. But I know of no such analogous case. This question therefore must be decided on its own merits alone.

If a commercial question only were in issue, I should not care to re-open the controversy. Mr. Grierson, speaking on behalf of the Great Western Railway, which has had a greater experience of break of gauge than any existing railway, admits that where traffic is small and regular, and where no sudden emergency is likely to arise, break of gauge is a very manageable difficulty; there is, I fear, no probability in the present case of so large a traffic between Lahore and either Peshawur or Kurrachee, as to make a break of gauge commercially intolerable.

The military aspect of the question is the one that has impressed me the most forcibly, and has removed any doubts I may have entertained. It has been pushed forward into strong relief by the minutes of the Commander-in-Chief, and, I may add, by the growing importance which is lent to military questions by our foreign relations upon the Indian frontier. It is my conviction of the gravity of these reasons which induces me to urge a reconsideration of the course we have taken very earnestly on the Council. No financial objections to the broad gauge adequately refute the military objections to the narrow. The financial objections are not very easy to examine. The estimates given by experts of the saving which the narrow gauge will secure differ so widely, that it is almost impossible to assume any figure for [illegible] purposes of argument. Mr. [illegible] adviser of the Government of India, estimates the saving at 1,536,000l.; most other engineers rate it much lower. General Strachey appears to put it at 1,000,000l.; Mr. Hawksley calculates it roughly as "at most" 750,000l.; Mr. Hawkshaw will not credit it with more than 370,000l., which Mr. Harrison, speaking from practical experience, reduces to 300,000l.; Mr. Berkeley expects no more than 187,000l.; Mr. Bruce, and with him Mr. Fox, will not allow anything beyond 150,000l.; Mr. Fowler believes in no saving at all, and in this view he is supported by Mr. Brunlees, who has himself constructed metre gauge railways in Brazil. On the other hand, Mr. Lee Smith anticipates a dead loss from the narrow gauge of not less than 300,000l., which is raised by Mr. G. P. Bidder to more than half a million. It would be easy to extend the list, but these are some of the most eminent authorities of the profession, whose calculations are our only financial guidance.

It may be said that the calculations of Mr. Molesworth, being unfavourable to the view the Government of India desire to support, may be accepted on that account without question. There might be force in this argument if we were dealing with a simple estimate of expenditure. But this is a comparative estimate; and its magnitude, so strikingly in contrast with that of other engineers, depends on rating the cost of a broad gauge high, and the cost of a narrow gauge low. The Indian Public Works Department are sufficiently familiar with broad gauge operations, and their estimate on this side of the comparison may probably be trusted; but with the narrow gauge their acquaintance is little more than theoretic. For all other work, especially of an unfamiliar kind, their estimates have been frequently, for many years past, much under their expenditure. It appears to me more reasonable to find in this tendency an explanation of their violent divergence from the body of their professional brethren, than to assume that in this case they alone are right, and almost all the other eminent members of the profession who have expressed an opinion on the subject are wrong.

There appears to be no similar division of opinion among the military men. With the exception of General Strachey, who speaks more with official and scientific, than with purely military authority, all [illegible] who have written on the proposed break of gauge, have agreed in earnestly deprecating it. And they are supported by two witnesses, Mr. Grierson and Mr. Allport, who are eminently qualified to judge whether a break of gauge would expose a large movement of men, horses, and material, to the danger of confusion.

The danger appears in this case to arise from three different causes. The mere transference from one set of vehicles to another, in the case of movements unusually large and sudden, will cause confusion. If the trans-shipment is in the ordinary course of traffic, if the precise place of discharge and reload, and the men who are to execute every portion of the operation, are fixed by habitual practice, and they have adequate time for the work, the risk of miscarriage is very small. Even so, however, Mr. Allport attributes to it an average delay of one day, and speaks of the trans-shipment of horses as a very serious difficulty. But if the operation, either in its nature or its magnitude, is new, it will put a strain on the organisation. There is a fair chance that some one who has new duties to perform will forget or misunderstand them, and the combination will consequently break down.

But this chance will be much increased if there is a great variety of material to transship, if it is important that it should be reloaded in a certain order, and if the new waggons are different in capacity and shape from the old. In that case the reloading must depend for its success on the thoughtfulness and resource of the men who do it; and the additional chance arises that they may not be intelligent enough to do it properly, or that they may proceed on different plans, and so among them some essential packages may either be left behind or packed in the wrong place.

But these risks of confusion will be gravely enhanced if the discharging train is always of a larger size than the reloading train; for this involves the consequence that part of the load of the discharging train shall be reloaded and part left at the station. The gradual accumulation which the application of this plan to a number of successive trains would cause, will of course be met by sending forward fewer discharging trains than there are reloading trains to meet them. But this in itself is a fresh combination, and therefore a fresh opening for misunderstanding and miscalculation; and the constant subdivision of each load of each waggon must add very much to the chances of separating packages which it is essential should go together, or sending them to the persons for whom they were not intended. It would not be wonderful if haversacks were to find their way to the wrong regiments and ammunition to the wrong batteries; or even if all the commissariat stores were to be accumulated [illegible] detachment, and all the medical comforts with another. The exploit of the Crimean War might well be repeated, in which green coffee was sent to the regiments which had no roasters, and roasters were sent to the regiments which had no green coffee.

These obvious probabilities have impressed some persons less strongly, because it has been assumed that no such military operation need ever be rapid. If the approach of an invader should ever summon us to the frontier, we should have, it is said, abundant time for the most leisurely concentration. No army could march to the Indus from any possible base of operations in less than six weeks; and therefore the hurry, out of which confusion springs, will be quite uncalled for. This argument depends wholly on the assumption that the only way of defending India is to sit still behind the Indus. That we shall never engage in any but a defensive war is almost certain; but it by no means follows that our defensive war will consist only of defensive operations. It is always a possibility that a rapid advance into Khelat, or beyond it, may be a necessary portion of our strategy. If so, regiments, horses, and material will require to be passed on to Sukkur as rapidly as the railways can carry them; and the break of gauge will work under the most favourable conditions for producing confusion.

It remains to ask whether this military risk outweighs the financial saving. The comparison would not be an easy one even if any approximate figure could be assigned to the financial saving; because the two values are incommensurable. A risk cannot be valued in money, unless it happens often enough to be subject to the calculation of chances. The risk of death, or of shipwreck, can be measured in figures, because they are frequent events; but the risk of invasions cannot be computed by an actuary. There is only one measurement by which we can bring the two values together.

We may ask whether the proposed payment is excessive in proportion to the sums we are already content to pay yearly for the military insurance of the Indian Empire. The interest on the extra cost of the broad gauge, as calculated by Mr. Molesworth, is to be £60,000 a year; as calculated by Mr. Hawkshaw, it is to be £12,000 year; and as calculated by Mr. Fowler, is to be nothing. Even taking the largest sum, it will not constitute an important fraction of our military expenditure. The military credits, taken together, amount to something like £15,000,000. The proposed expenditure for the insurance of the frontier will be less than a penny in the pound on Mr. Molesworth's theory, and will be about a farthing in the pound on Mr. Hawkshaw's.

For these reasons, and in view of the present circumstances of our North Western frontier, I feel it my duty to press upon the Council the expediency of assenting in this matter to Lord Northbrook's and Lord Napier's wishes.

I propose to submit to Council the two questions:

1. Shall the Indus Valley Railway be constructed with the standard gauge and rails?
2. Shall it be left to Lord Northbrook to decide what course shall be taken, in these respects, with the Peshawur Railway?

Two simple resolutions of this character do not require consideration in committee; these papers are therefore circulated for the perusal of members of Council, and my present wish is to submit them for decision on Thursday week, June 18th.

(Signed) SALISBURY.

1st June 1874.

(Railway—No. 92.)

To His Excellency the Right Honourable the
Governor-General of India in Council.
India Office, London, 25th June, 1874.

My Lord,—Para. 1. I have to acknowledge the receipt of your Despatch, No. 68, Railway, dated 16th April last, on the question of the gauge of the Punjab Northern and Indus Valley Railway.

2. I have carefully considered the memorandum submitted by Colonel Roberts, under the sanction of the Commander-in-Chief, in reference to the strategic disadvantage of a break of [illegible]

3. It has more than once been pointed out to your Excellency by my predecessor, that the commercial prospects of this railway are not sufficiently favourable to justify any large expenditure, and that, even if designed on the most economical plan, it is not likely to repay the interest of the money expended in its construction. I have seen no arguments which would induce me to depart from his opinion on this point. But upon the military question it is not easy to find such certain grounds of judgment. The opinions advanced on opposite sides cannot be submitted to rigid calculation. They depend for their value, not merely upon the reasoning by which they are sustained, but upon the authority of the persons who advance them. They cannot be adequately tested except by those who possess an equal knowledge of military science, and are as closely acquainted with the detailed conditions of the problem under discussion.

4. I am disposed, therefore, to attach very great importance to the unshaken judgment of Lord Napier of Magdala upon this matter. He speaks with the highest military authority; he is responsible for the defence of India, and his mind has been for some time past anxiously directed to the various strategic and geographical points on which this question turns.

5. Nor can I put aside the political considerations which must press upon the attention of any one whose duty it is to consider the defence of the North Western frontier of India. It is not requisite that I should dwell upon them here in detail; they are doubtless present to your Excellency's mind. They have increased in urgency since my predecessor last addressed you upon this subject. It is only necessary to say, that all the political and strategic considerations connected with this question are gaining, and not losing, value with the lapse of time and the progress of events.

6. On the other hand, I cannot conceal from myself that the financial objections to which these strategic arguments are opposed, are themselves the subject of much uncertainty. At the highest, the economy to be secured by a break of gauge upon the frontier railway will not exceed 60,000l. a year. But many great engineering authorities refuse to admit more than a third or a quarter of the saving thus claimed, while some of the highest refuse to allow that there will be any economy at all.

7. Two considerable portions of the railway that is to connect Peshawur with Kurrachee have already been constructed by a Company, and their rights must be taken into account. If the narrow gauge be adopted it will be necessary, in order to avoid three breaks of gauge, to rebuy upon that system the two broad gauge fragments which exist at present. The price that would be borne by these two fragments, if purchased compulsorily, must be matter of great uncertainty, and must add to the difficulty of relying on any important financial saving from the adoption of the narrow gauge in this case.

8. I have come to the conclusion that it would not be consistent with my duty to allow these uncertain financial expectations to outweigh the great strategic and political dangers which are constantly growing in importance, and which authorities so high as your Excellency and the Commander-in-Chief concur, with many others, in pressing upon Her Majesty's Government.

9. I have, therefore, to inform your Excellency that the construction of the Indus Valley Railway, from Kotree to Mooltan, upon the standard gauge and with the 68-pound rail is sanctioned. I should extend the same instruction to the railway from Lahore to Peshawur, if I did not gather from your Despatches that the preparations for laying a narrow gauge railway between those points were more advanced towards completion. There appears to me some doubt whether an immediate change of method would not involve a greater sacrifice of money and time than the advantages to be attained by it would justify. For [illegible] deciding this question, detailed information as to the progress of the works is necessary, which is only accessible in India. I leave it, therefore, absolutely to your Excellency to decide whether the whole or any part of the line between Lahore and Peshawur shall be completed, for the present, on the narrow gauge. If considerations, derived from the advanced state of the works, should not, in your judgment, be of sufficient importance to influence your decision, this railway will be constructed on the same gauge as the Indus Valley line.—I have, &c.

(Signed) SALISBURY.

THE CHORAL FESTIVAL.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—With reference to some of the remarks in your notice of the Choral Festival, permit me to state that the girls who sang in the quartette and duet are pupils of the Byculla Schools and actual members of Byculla Church Choir.

W.

Byculla, 1st October.

A SUGGESTION TO THE TRAMWAY COMPANY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—This Company has done well in advertising certain prizes to the passengers, and I have accordingly received a prize check No. 001299. But, as the checks have no mark nor initial to detect counterfeits, unscrupulous persons might probably turn this to their advantage, and I would, therefore, suggest to the energetic Manager to initial the checks.

P. N. VRIAVA.

THERE [illegible] that a native [illegible] ments of the [illegible]

THE hearing [illegible] Mr. T. C. Hope [illegible] Surat before [illegible] ceedings in the [illegible]

EARLY M[illegible] [illegible] uproar and is [illegible]

[illegible]—One [illegible] that whilst in a crowd [illegible] witnessing a [illegible] value of Rs. 10, was [illegible] waistcoat.

MANOCKJEE LIMJEE [illegible] ed by the Syndicate of the University of Bombay [illegible] the Medal which is to be adjudged [illegible] is "Gleanings of the History of India [illegible] its Ancient Literature."

GRANT MEDICAL COLLEGE.—Mr. Kaikhusro [illegible] Vicaji, L.M., has been appointed teacher of Chemistry and Medical Jurisprudence, and Mr. Dhirajaram Dalpatram, G.G.M.C., teacher of Anatomy and [illegible] in the above institution.

STATEMENT OF SILVER BALANCE IN THE MINT.—Balance of silver in the Mint on the morning of the [illegible] October 1874, Rs. 86,61,787; add, silver received during the week, Rs. 26,234; balance, Rs. 86,91,021. [illegible] in addition [illegible] 790 [illegible] worth of silver [illegible] belonging to private individuals deposited in the Mint vaults, and awaiting assay.

A REPUTED THIEF.—Yesterday, before Mr. Dosabhoy Framjee, at the Girgaum Police Court, one [illegible] Caitan, a Portuguese, was charged with having been found on the previous night loitering about in Camatepoora without being able to render a satisfactory account of himself. The prisoner, who was recognised as an old offender, was sentenced to 3 months' rigorous imprisonment.

COLABA BRANCH DISPENSARY.—The total number of patients treated at the Colaba Branch Dispensary during the quarter ending on the 30th ultimo amounted to 756, of which 243 were new admissions. Among the latter there were 114 Hindoos, [illegible] Musalmans, 38 Parsees and 69 Native Christians; adult males 121, females [illegible], and children 77. The most prevalent complaints during the quarter were intermittent and remittent fevers, diarrhœa, bronchitis, catarrhs, rheumatism and ulcers.

PEREA LAND COMPANY.—The [illegible] hears that arrangements have been made to start a spinning and weaving company and to erect a building on land belonging to the Perea Land Company. The capital is to be twenty-five lacs of rupees, divided into 2,500 shares of Rs. 1,000 each. In the time of our day-dreams, says the native journalist, every financial Company has had as its foundling a Reclamation Company. Would it be deemed strange, he asks, when darkness has spread around us, that every Reclamation Company should have a spinning and weaving company as its protégé?

ASSAULT.—One Mahomed Abdool Rayman was yesterday charged before Mr. Dosabhoy Framjee, at the Girgaum Police Court, with assaulting a Marwaree named Heera Anunda. It appeared that the complainant had a short time ago obtained a decree in the Court of Small Causes against a certain Khoja, who, as a means of revenge, hired the defendant to waylay and assault the Marwaree. His Worship observed that the infliction of a fine would be no punishment for the [illegible] rigorous imprisonment for two months.

THE "[illegible]" HOLIDAY.—Although the above named Mahomedan holiday passed off peaceably in Bombay, it was marred in [illegible] with a disturbance, that might have proved serious in its consequences. Fireworks [illegible] the celebration of the festival, and these led to an altercation which ended in a fight between the [illegible] and some Borahs, Seedees, and other Mussulmans in the course of which the latter amused themselves with pelting the former with large stones out of the windows of their houses. The police inspector came to the place of the disturbance, arrested [illegible] and two Seedees, and soon after quiet was restored among the holiday-makers.

BURNING OF A NATIVE CRAFT AT SEA.—A gulbat belonging to [illegible] Mandvie, and which was a regular trader between this Port and Bombay, named the Dacolattee, was burnt [illegible], while on her voyage to Kurrachee. Among the cargo there were some packages containing [illegible] which ignited, and the flames broke out in volumes through the main hatchway, rendering it impossible for the men [illegible] forepart of the vessel to communicate with those in the afterpart [illegible] no assistance [illegible]. Had it not been for the timely appearance of a native craft, also bound to [illegible], and which rescued the crew of the burning vessel, the whole of them must have perished.—Sindian.

UNIVERSITY OF BOMBAY.—The following is an alphabetical list (according to their surnames) of the candidates who have passed the Examination for the Degree of L. M. [illegible] Division—[illegible], Batakrishn Sokharam; and Mistri [illegible]. Second Division—Alvares, Nicolao [illegible]; [illegible], Ardesir Pestanji; [illegible] Silva, Pascoal M[illegible]; [illegible] Daniel G[illegible]; Dasouza, Joseph A[illegible]; Dias, [illegible]; Gives, [illegible]; Framji Ratanji; D'Oliveira, [illegible]; Pereira, Cactano; Jetti, Henry; Kaji, [illegible]; Koyaji, Behramji Nasirvanji; Mistri, Kuvarji Hormasji; Mulan, Sorabji Palanji; [illegible]; Vyas, Shivnath [illegible] at the Grant Medical College.

CHEATING.—Yesterday, before Mr. [illegible] Fort Police Court, one Shaik Mahomed was charged by a Preventive officer named Miranda, with attempting to obtain [illegible] under false pretences from a [illegible] at [illegible] Bay. The coolie, it appeared, had been engaged to carry a basket of vegetables on board a vessel lying in the harbour, but before he could get into the boat the prisoner came up and [illegible] half an anna [illegible] The coolie [illegible] believe that he was employed by the Port Trust and took [illegible] away [illegible] given into the [illegible] police officer. Upon this evidence his Worship convicted and sentenced the prisoner to six weeks' [illegible].

FRONTIER [illegible].—[illegible] hundred and thirteen camels laden with [illegible], and in charge of twenty-three men, arrived [illegible] from Las Beyla [illegible] Thursday and Friday.

MORTUARY [illegible].—The total number of deaths registered [illegible] the week ending Wednesday, the 29th September [illegible] in the corresponding week [illegible] the total of the week ending 30th September 1873 [illegible] the mean of the corresponding [illegible] in the preceding five years. During the week [illegible] deaths were reported in the different districts [illegible]

Sections and Sub-Sections	Total
[illegible]	[illegible]
Fort, Southern	[illegible]
Fort, Northern	14
[illegible]	38
Market	14
[illegible]	7[illegible]
Chucklee	23
Oomurkharee	[illegible]
Dongree	26
Dhobee Talao	14
Phunuswadee	8
Bhooleshwur	3
Khara Talao	17
Koombharwara	12
Khetwadee	14
Girgaum	5
Chowpatty	[illegible]
Walkeshwur	[illegible]
Mahaluxmee	4
Mazagon	6
Tarwadee	5
Kamatheepoora & Byculla	20
Parel	9
Sewree	3
Sion	3
Mahim	2
Worlee	2
Native Division	[illegible]
Not ascertained & unknown	[illegible]
Bombay	2[illegible]
Mean of corresponding weeks in the preceding 5 years	[illegible]

The following statement shows the number of deaths of the different races or castes:—

Race or Caste	Total
Boodhist—Jain, &c	1[illegible]
Brahman	[illegible]
Lingaet	[illegible]
Bhattia	[illegible]
Hindoo of other Castes	[illegible]
Hindoo Out-castes	[illegible]
Moosulman	[illegible]
Parsee	2[illegible]
Jew	[illegible]
Native-Christian	[illegible]
Indo-European	[illegible]
European	[illegible]
Negro-African	[illegible]
Chinese	[illegible]
Unknown Race	[illegible]
Corresponding week [illegible]	[illegible]

[illegible]GENCE.

[illegible]OON, 1st October. [illegible] the [illegible] the pecuniary co[illegible] Prince of Wales, [illegible] deficiency is met [illegible] quarter accounts [illegible] have revolted against [illegible]

CALCUTTA, 30th Sept., [illegible]. The Market [illegible] closed steady; Surats [illegible] been quiet but steady.

[illegible] 4 per cent. [illegible] for account [illegible] 92½

[illegible] 1872 [illegible] 99½

Bar [illegible] 57 11/16

The [illegible] has passed through the Suez Canal [illegible]

TOO GOOD TO BE TRUE.

(FROM OUR OWN CORRESPONDENT FOR THE "BOMBAY GAZETTE.")

LAHORE, 1st OCTOBER.

A Persian correspondent intimates that one British [illegible] will soon be going to [illegible] Jellalabad, to which the local paper [illegible]. This is of course bazaar gup.

WE regret to learn that His Excellency the Viceroy has been suffering from a slight attack of fever, which is now rather prevalent in Calcutta. His Lordship, however, was able to go out on Sunday last and was said to be much better on Monday.

WE understand that His Excellency Lord Northbrook will leave Calcutta for Hazareebaugh on the 13th of October, taking with him Captain Baring, Private Secretary, probably the Foreign and Home Secretaries to Government, and a few members of his staff. It is believed that His Excellency will not return to Calcutta till about the 10th of November.

H. M.'s S. [illegible], under the command *pro tem* of Percy V. James, R. N., has returned to her old moorings off the Apollo Bunder.

THE Ruler of Kashgar, Yakoob Khan, has placed the [illegible] coinage, and has declared himself his vassal.

MR. [illegible], has been appointed a Member of the Municipal Corporation in the room of [illegible], Esq., resigned.

A TELEGRAM from Ajmere to the *Pioneer* reports the serious illness of the Maharana of Oodeypore, and that the anxiety in consequence is extreme.

CAPTAIN HARCOURT, Assistant Commissioner of Dhurmsala, is to be deputed to make the necessary arrangements for the fair at Palampore this year.

[illegible] Dublin clergy to begin prayer for the [illegible] now a captive in Rome," and for the Church, which he holds to be menaced by "philosophy under the mask of science."

THE *Indian Mirror* has been informed by a private letter from [illegible] that Baboo Ananda Mohun Bose, the first Bengali Wrangler of the Cambridge University, was to leave England for India on the 20th ultimo by the Continental route.

MR. W. KING, Deputy Superintendent of the Geological Survey, has arrived in Madras from Calcutta [illegible] Malabar.

GALLE has nearly added another shipping disaster to the many already standing against her. The steamer, India, drawing at the time 24 feet of water, while swinging to her anchors in the harbour, bumped on an unknown rock, but fortunately escaped without [illegible] damage.

A DURBAR was held at [illegible] on the 26th ultimo for the purpose of receiving Major Bloomfield, [illegible] to present a letter from the Viceroy to the Rajah conveying to His Highness the thanks of Her Majesty the Queen, for his contributions to the Famine Relief Fund.

A KURRACHEE paper says that relief works are being pushed on in Upper Sind on account of the impending, or rather, apprehended famine. Some of the engineers, our contemporary states, have received orders to employ thousands of Sindees, and no Pathans or "Hindoostanees," and not to stint wages.

A CENTRAL Examination Committee, composed of Colonel W. Agnew, president, Colonel H. S. Bivar, Dr. [illegible] A. Martin, Mr. J. J. S. Driberg, and Mr. H. Luttman-Johnson as members, with Major W. S. Clarke as a temporary member, has been appointed in Assam for conducting the examinations of Assistant Commissioners and other subordinate officers.

A CORRESPONDENT writes from Dehra Ghazee Khan to the Simla paper that the [illegible] Bugties, having combined with the Khetrans, were seen on the Bohra Hills, under the command of Mukuddum Shukkur Khan; [illegible] what particular tribe or tribes they were thinking of fighting against. Two spies were set to watch their movements.

THE last meeting of the Madras Legislative Council will be held at Ootacamund on the 6th November, we are told, and immediately afterwards there will be a rush on the part of the Government office establishments to Madras. There has been a favourable change in the weather on the hills, and after a fortnight's mist and drizzle, the sun has put in an appearance again.

THE officers of the [illegible] Punjab Cavalry, Captains Underwood and [illegible], and Captain Hall, commanding detachment 5th Punjab Infantry at Rajanpore, together with their men, have received the thanks of Government for their exertions during the late floods on the Indus—when, in conjunction with the civil authorities, an extensive bund was thrown up, saving the town and cantonments.

A CORRESPONDENT writing to the *Oudh [illegible]* deplores the "untimely end of Baboo Hanuman Prasad, M.A. and B.L., the best student that Canning College has yet sent out, excepting one now residing in England," and suggests to the National Institute the necessity of calling special meetings of [illegible], as well as of founding a Sanscrit scholarship, to perpetuate his memory, in the Canning College, in the [illegible] of which language the deceased gentleman is said to have been a [illegible] scholar.

THERE has been a temporary stoppage of traffic on the loop-line of the East Indian Railway. The sudden fall in the water of the Ganges drew off the flood-water so rapidly from the north side of the line as to cause a rush of water from the south side through every culvert and bridge, which scoured away the foundations, and rendered the line unsafe for about forty miles between Rampore Haut and Bahawa. The Railway authorities have exerted themselves to the utmost, and it was expected that traffic would be resumed on Monday last.

WE [illegible] at the last Criminal Sessions at K[illegible] [illegible] sentenced to terms of rigorous imprisonment varying from [illegible] for an aggra-

[illegible] voted as well [illegible] European superintendent of estates. A [illegible] Coolie was being paid when some difference occurred and the assault was suddenly made with sticks, stones, and crowbars. The Europeans were driven into their houses, and the door and windows broken with axes. A pistol-shot fired in the air had the effect of stopping any further aggression.

A MOOLTAN correspondent of the *Civil and Military Gazette* writes:—"A few nights ago a non-commissioned officer belonging to the [illegible] Highlanders (who had been suffering from fever), was found with a rifle and some ball-cartridges in his bed, and his Bible, having declared that that was to be his last night on earth;—he was at once removed to hospital, where he still remains under medical supervision.—Mooltan fever has a most depressing effect on all who suffer from it. A [illegible] servant cut his throat a few days ago, while in a depressed state—the result of fever."

THE *Englishman* [illegible]—"We hear it reported that a Chief Justice of Oudh is to be appointed and that Mr. Justice Phear has been offered the appointment. The country is said to be reeking with perjury, and Mr. Phear's great ability in detecting one grain of truth out of a bushel of lies told by witnesses of the Panchu class marks him out as the Judge best fitted for the post. The Courts of Oudh also, in which facts can hardly ever be satisfactorily proved, offer a large field for the application of probabilities, in the study of which Mr. Phear has distinguished himself."

THE Monsoon may fairly be said to be over. We apparently had the last of it with the fall [illegible] on the 26th. The weather throughout the present week has been fine with the wind from the northward, and though the days have been warm the early mornings have had that freshness peculiar to the N. E. monsoon. The Lombardy which brought the last mail experienced fine weather throughout her passage from Aden: there was at first a long swell from the southward, but, on approaching Bombay, within some 300 miles or so, the sea was smooth with light airs from the north-east.

PENDING the decision of the French as to what statue they will place on the top of the recently-restored Vendome Column, it has been suggested that a bombshell should occupy the place of honour, as this would keep most people from meddling with the column again for at least a few years to come. Perhaps it is a pity that the present Government could not be surrounded with bombs, torpedoes, and other infernal machines so that some peace might be guaranteed to it. *La gloire*, whether in demolishing a constitution or otherwise, is not so enthusiastically chased by Frenchmen when the road to it lies through certain destruction.

THE India Office has resolved to print the account of Mr. Burgess's recent researches in the Bombay Presidency, together with its accompanying illustrations. The report contains an exhaustive notice of his discoveries at Belgaum, Coonoor, and Badami, at which latter place are some highly interesting sculptured caves, a complete delineation of which, with a few casts, would form a valuable illustration of Hindu art and Vaishnava mythology—only to be rivalled by what Ajunta affords of Buddhism. Mr. Burgess has taken home altogether fifty-four photographs, [illegible] ground plans, sections and drawings of columns, &c., and forty sketches of sculpture.

THE news of the death of Lord George Manners, which was telegraphed to Bombay some time ago, and made the subject of a stupid mistake by a contemporary, who confounded Lord George with Lord John Manners, is confirmed by the English newspapers. The death of Lord George John Manners took place at Cheveley, near Newmarket, on Tuesday, September 8. His Lordship had been suffering from illness for some time past. He was the third son of the fifth Duke of Rutland; was born in [illegible]; and married Adeliza Mary, second daughter of the thirteenth Duke of Norfolk. He was educated at Eton, and at Trinity College, Cambridge, and entered the Royal Horse Guards in [illegible], of which regiment he became Lieutenant-Colonel in 1861. Lord George represented Cambridgeshire in the Conservative interest from 1847 till 1857, and from 1863 till his death.

THE Chief Commissioner of Assam has proposed certain terms upon which waste lands in Cachar may be granted in future, and has submitted the same to the Deputy Commissioners in the Valley districts for the expression of their opinion. It is suggested that such lands should be revenue-free for the first two years, assessed at the rate of three annas an acre during the next four years, at double the amount for the second four, and at twelve annas for the succeeding ten years: and further, that these assessments should be levied on the whole area leased, whether fully cleared and cultivated or not. It is also proposed that, on the expiry of the lease, the holder, or his heirs, be entitled to a renewal of the same "at such rate as may be at the time charged for lands of the same description under the current rules for the settlement of cultivated lands in the district, and for such term as may seem proper to the Government."

IN order to provide for the resumption of Indian Marine Surveys, arrangements have been made for the organization of a small survey flotilla, which will consist of one steam tender, three brigs, two schooners, and five steam pinnaces, with competent surveyors and efficiently manned. The following vessels have been selected for this service:—The gun-boat [illegible] belonging to the Bombay Government of 300 tons and 30 horse power (nominal); two old teak built [illegible] brigs of 300 tons, the Guide and the Megna; the Marie, a teak-built schooner, on board of which Captain Constable did his surveys in the Persian Gulf from 1858 to 1860; and a very small schooner called the Augusta. Two of the steam-pinnaces will be built at Calcutta for 300*l*. each. They will be 28 feet long by 7, with engines of three horse power and will hoist inboard. Two others are also to be built in England.

THE correspondent of a Madras paper says that the barque Passover, belonging to Shields, on entering the inner harbour of Cochin on the 25th ultimo, went aground on the bar and sustained some injury. She was under the charge of the pilot; but no blame rests on either the commander or the pilot; the casualty being purely accidental. There was a fine breeze blowing when the vessel got under weigh to enter the harbour, but just as she reached the bar, the wind died away altogether, and as the current from the northward was driving her on to the sand, the anchor was let go. She was in 14 feet water, and drawing as she did 12 feet, she took the ground and commenced striking. Captain Groves, the Master Attendant, went on board, and rendered all the assistance he could to the vessel. She was got off and brought into deep water, and by 7 p.m. she was fairly in the inner harbour in safety. The vessel is making much water.

THERE is an interesting account of the introduction of the use of tobacco into India, in the forthcoming volume of *Elliot's Muhammadan Historians* (vol. vi.). Asad, the narrator, says, that he found some tobacco at Beejaporer, and presented it, in a beautiful pipe, to the Emperor Akbar. His Majesty inquired what it was, and was told that it was tobacco, a medicine well known in Mecca and Medina. He began to smoke it, but his physician interposed, saying that it was an untried medicine about which the doctors have written nothing. Akbar replied—"Truly we must not reject a thing that has been adopted by the wise men of other nations merely because we cannot find it in our books; or how shall we progress?" Asad had brought a large supply of tobacco, and distributed it among the nobles of Akbar's court, and the practice of smoking was introduced. After that the merchants began to sell it, and the custom of smoking tobacco rapidly spread. Akbar himself, however, did not adopt it.

The following appeared in the [illegible] of 2nd September, 1874. The gentleman referred to [illegible] the Civil Service, and filled the [illegible] Secretary to the Board of Revenue at Calcutta until he took his departure for England on furlough some time last year:—"According to this morning's papers, there is great reason to fear that Mr. James D. McNeile, son of the Dean of Ripon, has been drowned while fishing in the River Ure. It appears that he left the Deanery about 7 on Monday morning, and commenced fishing at Tanfield. The Dean went to meet him in the afternoon, but returned home without doing so. At night a search was made for the missing gentleman, but without effect. Yesterday morning a landing net containing flies was found in the river, leading to the impression that Mr. McNeile must have been in the act of landing a fish when carried away by the current, which rose very suddenly about four feet. Mr. McNeile, who was forty years of age, was married, and had three children." Mr. McNeile's body has since been found.

THE Lieutenant-Governor of Bengal left Calcutta by the chord-line mail-train on Sunday night, accompanied by his Secretary and Personal Staff. His destination was Sahibgunj, where he would meet the officers summoned to confer on famine matters. From Sahibgunj, we hear, he was to proceed up stream in the Rhotas as far as Revelgunj, calling perhaps at some of the stations on the river. From Sarun His Honour is to return to Karagola, and make for Darjeeling on the 16th October. After a residence of some three weeks in the cooler climate, he plans coming down by the Teesta, through Cooch Behar and Julpigoree, reaching Calcutta about the middle of November. Sir Richard will not, we are informed, make a stay then in the Presidency, but will pass through on his way to Orissa and spend the remainder of the month visiting the districts of Balasore, Cuttack and Pooree, and such places of interest as Chandbally and False Point, under the guidance of the Commissioner. He may be expected to return to Calcutta at the beginning of December to commence the session of the Bengal Legislative Council.

THE Austrian Polar Expedition left Tromso in the Admiral Tegethoff on the 14th of July 1872. They encountered compact drift ice in 48 deg. east longitude, and worked themselves through until, in 58 deg. east longitude, they reached the coast of Nova Zembla, under the Admiralty Peninsula. They sailed along the coast to Barch Islands, where they met Count Wiltczek's sloop Isbjornen. They sailed together with him further to Baerent's Islands, near the promontory of Cape Nassau, where they remained at anchor till the 21st of August 1872, on account of south-westerly storms. There a depôt of provisions was established. They parted with Count Wiltczek and steered north-east the same day, and were completely frozen in. They drifted with the pack ice 14 months, first north-east to 73 deg. east longitude, and then north-west until October 1873. In August 1873 a new land was discovered. They drifted with the ice along this land. They were frozen in, and wintered in 79 deg. 51 min. north latitude and 59 deg. east longitude. In March and April 1874, sledge expeditions were sent north and west: 82 deg. north latitude was passed, and land was seen to the 83d degree. The extent of the land northwards and westwards was, apparently, considerable. The ship now being untenable was abandoned. Starting on the 20th of May 1874, with four sledge boats, they met the open water on the 15th of August, and crossed to Nova Zembla, and went along the coast in search of vessels. They met a Russian schooner on the 24th of August in Pachowa Bay, and arrived at Vardoe, in Norway, on the 3rd of September. The health of the crew was excellent. Engineer Krisch died in March 1874, from tuberculous disease.

MR. JOHN LEMOINNE, writing in the *Débats* on Lord Ripon's change of religion, says—"We, for our part, have no comment to make on the conduct of Lord Ripon, as it was doubtless determined by reasons of conscience, with which no one has a right to interfere. But in all the recriminations of which that conversion is the object, where is the share of that freedom of conscience, that liberty on which the English are so fond of pluming themselves? The truth is that the English religion is a purely national one; it is a local and territorial creed, and when a man abandons the Church of the State, he is accused of betraying the country itself. We have read somewhere that it is not Christianity that is the religion of the Englishman, it is England; not the Gospel, but Magna Charta. For him the mystery of the Most Holy Trinity is nothing more than the equilibrium of King, Lords and Commons. He is religious through patriotism, he respects all national institutions, and the Established Church is one of them, like the jury, the Habeas Corpus, horse-racing, or portrait-painting. Thus, by the single fact that he becomes catholic, Lord Ripon ceases to be English in the eyes of true Englishmen; that is to say, that there is no human conscience, but only English ones. Our neighbours are not quite sure that their God is the same as the one of other nations. They give to the Deity a country; if they could, they would give him a uniform, the red coat, the colour of her Majesty's Government. The new convert is bitterly reproached for passing under the yoke of the Jesuits. For us, his conversion has a perfectly natural explanation; he was grand master of a secret society; he only transfers himself to another. He had for device a triangle with certain cabalistic figures; he [illegible] of his sign A.M.D.G. The Freemasons have, it is said, a discipline, a formulary, a catechism, words of command. Well, we have a Cardinal Archbishop who says, 'My clergy is a regiment; I command, and it marches.' The society of Freemasons may perhaps be much vexed to see a person of consideration, with a high position and an income of 1,500,000fr. a year, passing into the Society of Jesus; but there is no reason why a man should cease to be an Englishman because he is no longer an Anglican."

INDIAN NEWS-LETTER.

[FROM OUR OWN CORRESPONDENT.]

CITY WUDWAN, 25TH SEPTEMBER.

THE rain has fallen abundantly throughout the districts here, and the crops of wheat, dangar, and cotton are looking very healthy. The heat is intense, and fever is somewhat common. I regret to notice that the Durbar Garden, where the Government telegraph office is situated, is falling into a state of neglect, as no proper care seems to be taken to water the plants and trees, and a good deal of dirt and rubbish and filthy water is allowed to accumulate in the garden. It is a very discreditable fact that there is not a good road to the great cotton mart of Dhollera. The Dhollera road is not yet constructed, nor has its construction been attempted by anybody. Surely better means ought to be taken to avoid future difficulties and inconveniences in the working season. Police bundobust is well maintained throughout the Wudwan streets. Mr. Narrudbhoy, the principal Karbharee of the Wudwan State, has gone to Bombay on some private affairs.

The young Princes, Dajeerj and others, returned from Rajcote two days ago. Preparations are being carried on for the Dussera procession, which is expected to be a long and richly decorated one this year.

The stock of old cotton in Wudwan itself and in the districts is estimated at about 4,000 Wudwan bales. In some villages the old stuff is so good as to class fully good fair and even finer, but they ask very long prices for it; besides there is a great deal of bother in sampling and weighing in the villages and [illegible] per maund, which often entails a loss in weight also.

The Durbar Bridge across the Wudwan river is nearly completed. Only the railing is required, and the bridge will no doubt be opened very shortly for traffic. It will prove very useful to carts loading cotton, bales and other merchandize from and to Wudwan city. Only one cotton transaction of [illegible] was recorded the other day. The eastern market is reopened, and [illegible] r. per candy is charged, but this is considered too much.

ENGLISH COMMERCIAL LETTER.

(FROM OUR OWN CORRESPONDENT.)

LONDON, 11TH SEPTEMBER.

AFTER what I wrote in my last letter it will scarcely surprise any of your readers to learn that our Board of Trade returns for last month again show a serious falling off in the declared value of our exports. The total was £20,503,756 against £22,057,334 in August 1873, and £24,557,502 in August 1872. For the eight months ending August 31st the totals were £167,166,636; £171,451,[illegible], and £159,477,632, in 1872, 1873, and 1874, respectively. Thus we are now further behind than we were two years ago, and all the results of the intervening period are lost in the sense placed upon them at the time, that is, in the assumption that the trade represented so much ground gained by English industry. No doubt a great part, perhaps the greater part, of the falling off is accounted for by the decline in values; but this by no means explains it all. For instance, the decrease in cotton yarn last month was from 19,012,999 lbs. in August 1873 to 18,117,[illegible] lbs.; in cotton manufactures the total was 311,323,587 yards in August 1873; and 286,293,359 yards last month. Woollen yarn fell from 553,361 lbs. to 486,514 lbs. last month, worsted stuffs from 27,742,905 yards to 23,110,673 yards; flannels from 849,888 yards to 646,861 yards; carpets showed a slight increase over August 1873; but a heavy falling off from August 1872. The quantity of iron fell from 231,620 tons in August last year to 210,238 tons. Thus the quantities in all the leading industries diminished, and it is only the heavier proportion of the values which throws the other decrease comparatively into the shade: nor is this all. It cannot possibly be considered a good sign that amid all the complaints we hear from Lancashire, and amid the abounding evidence of unprofitable manufacturing contributed from all quarters, the export of cotton goods should be even so high as it is. It fell off last month certainly about 8 per cent.; but for the eight months the totals still show an advance over the export of 1873 and 1872, the actual figures being 2,323,264,721 yards, 2,331,987,771 yards, and 2,349,778,133 yards, in 1872, 1873, and 1874, respectively. These totals explain our gorged and unprofitable foreign markets, and they have special reference to India, for the excess is solely caused by the shipments to Bombay, Calcutta, and Madras. To Turkey, Egypt, the United States, most of the Continent, South America, Japan, Australia, &c., there is a decline. To China there is a small increase. But to Calcutta there is an increase from 442,720,133 yards to 495,178,800 yards; and to Bombay from 151,121,055 yards to 175,934,470 yards in the eight months of this year. Now if, as seems likely, a large part of this excess is due to speculative consignments by makers themselves, two results must follow; failures here, and diminished shipments for some time to come. And these are exactly the consequences we witness. Hence, far from the next Board of Trade returns showing a revival of exports, as optimists here persist in asserting they will do, I am prepared to see a general falling off maintained to the close of the year, by which time the returns will begin to compare with the contracted period, and hence will look relatively favourable. I need scarcely say that if the Lancashire manufacturers carry out their threat to reduce production, and if the disputes everywhere in progress [illegible] seem likely to [illegible] in several formidable strikes, the adverse difference in exports will become even more marked.

The particulars specially bearing on Bombay in these returns are the following:—The total of cotton yarn exported last month was 699,600 lbs. against 861,719 in August 1873. Of piece-goods the quantity was 19,761,000 yards against 21,877,050 yards in August 1873. The quantity in transit was yarn 53,700 lbs. sent by Egypt against 111,400 lbs. in August 1873; piece-goods, 399,000 yards against 3,277,300 yards. The import of cotton from British India was 452,[illegible] cwts. against 197,016 cwts. in the corresponding month of 1873.

I have alluded to the attempt to reduce production which has just been commenced in Lancashire. So many of these movements have ended in failure from the difficulty of arranging complete union among the masters, that it would be unwise to count much on the latest effort. Moreover, it is confined to North and North-East Lancashire. But the manufacturers seem for once quite in earnest, and sharp necessity is for the moment an effective spur to the action they have now initiated. Indeed, the peculiar phase of the question in dispute between their hands and themselves will encourage this arrangement. The men will not hear of lower wages, but do not object to shorter hours and fewer days of work as an alternative. The upshot will probably be that there will be no general settlement but a loose haphazard arrangement affecting some districts one way and some another, while on the whole resulting in a lessened production all round.

The crop accounts from America are not quite so favourable, and as a natural consequence the discrepancy in the various estimates is wider than ever, ranging now from 4,500,000 bales down to 3,500,000. One letter I have seen from New Orleans adopts the latter reckoning, and gives plausible reasons for the belief. The writers think that worms will make their appearance this year later than usual, because the rains which started them were late in coming. They have no doubt as to the existence of the pest, for they have [illegible] scores of letters from planters to their factors, ordering Paris green, with which to fight the worms if they should come. The development of the creature has been retarded by the extraordinary drought, but then this drought, on the other hand, causes the shedding of a great many bolls when they are not far enough advanced, the growth being precipitated by the very hot weather. They add that planters' letters now are nearly as despondent as they were jubilant a month ago, and that several of their friends who have been in the country confirm the news of a scarcity of fruit on the late plantings. They think this a more important point than the weather, for the question simply is, "Is it possible that the acre of land should, under present circumstances, yield as much as 218 lbs. cotton, as it did in the extraordinary year 1870, or will it yield only 168 lbs. as in 1871, when there was the same lack of fruit on the plant that is existing now? Even in the former case the receipts would, with this year's average, scarcely reach 4½ million of bales; and in the latter case only 3½ million; but, even assuming the mean of these two extreme cases, the result will be some 300,000 bales less than this year's crop. I feel bound to say, however, that this is quite an exceptional opinion. The journals that are accepted as authorities in America admit the fact of the hot dry weather causing the bolls to drop, and the plant to dry up; but believe that after allowing for this the crop even now promises a better total than that just marketed. Moreover, since the close of what was called the drought, there have been occasional refreshing showers which have done good and checked the shedding of the bolls. The next danger is that excessive rains may follow these showers; that would do serious harm. From Texas, it is reported that picking is progressing finely. The only really bad accounts, indeed, are from Tennessee, where both corn and cotton are said to be past redemption. In Georgia favourable progress is made with the picking. The Alabama advices are discouraging. On the other hand, South Carolina reports that the plant is maturing rapidly, that the quality of what has already been received is better than usual, and that if the dry weather continued a very superior class of cotton might be expected this season. The North Carolina reports are considered of a most flattering character, and the crops are called above the average. To sum up: Mail and telegraphic advices from some sections report drought of such a continuous character as to seriously injure the bolls, and probably cause the loss of much cotton before considered virtually safe. But every rumour of this kind was exaggerated as much as possible, and had scarcely any influence on the markets, as it was fully believed that outside a few small belts the cotton growth was not only in a healthy but in a very forward condition and sure to be rapidly marketed. Worms may yet occasion much damage if the rains continue, and there is some danger from early frost, though the latter is considered extremely doubtful by many good authorities.

For the year commencing 4th September 1873 and ending 3rd September 1874, the trade and export demand at Liverpool has been as follows: Of American (bale 440lbs.) it was 1,370,03[illegible] bales, against 1,728,813 bales in the corresponding period of 1872-73; of Brazil (bale 150 lbs.) it was 463,697 bales, against 448,731 bales; of Egyptian (bale 530 lbs.) 301,451 bales, against 316,246 bales; of West India, &c., (bale 200 lbs.) 106,388 bales against 142 659 bales; and of East Indian (bale 390lbs.) it was 969,768 bales, against 821,376 bales. The extra demand was thus chiefly on American and East Indian descriptions. Brazil shows a slight increase, but the two others a falling off. The estimated stock and supply at present stand as follows: stock in Liverpool and London 987,000 bales; American import until 1st September 1875, say, out of a crop of 4½ millions (which is probably excessive) 2,000,000 bales; East India imports into London and Liverpool 1,200,000 bales against 1,108,000 during the past twelve months; Brazil receipts, 550,000 bales against 505,000 bales last year; Egyptian 300,000 bales against 306,000; West Indian 100,000 against 98,000—making a total year's supply of 5,147,000 bales. This would allow a trade and export demand of 72,000 bales per week from Liverpool and 6,000 per week from London, and would still leave a stock of 987,000 bales on 1st September 1875. This is a Manchester estimate and errs, I think, in the estimate of the coming American crop. We may safely strike off the quarter of a million from this estimate, and at least 100,000 bales from the American import here. Favourable speculations as to supply are, however, undoubtedly in the ascendant, and under the influence of these the price of cotton goes on drooping, without as yet inducing any of that demand which a fall in prime cost might have been expected to stimulate on the part of manufacturers.

Failures come dropping in every now and then, not numerously, in London at least, but rather formidable when they do come. The latest is that of a Swedish firm called Tiden, Nordenfeldt and Co., with liabilities amounting to no less than £547,000, which it is believed will fall entirely in this country. Assets uncertain. The firm has been only in business in London since 1867. They did a good deal in railway iron. Another failure is that of a corn merchant at Hull, named Mr. Castle Kelsey, with liabilities of £250,000. The heavy fall in corn will probably lead to other embarrassments in London as well as in the out-ports.

In 1866 one of the suspensions that added as much as anything else to the panic was that of the Bank of London. It has since then been in liquidation, and to-day a return to the shareholders of 5s. per share is announced, making a return in all of £6 per £10 share. The Bank has been eight years in liquidation, and the expenses of winding up, interest on customers' balances, &c., have come to fully £5 per share, so that at the time of suspension the Bank was clearly solvent. So much for the consequences of [illegible] Sampson from the *Times* is now a *fait accompli*, and he gives up finally on the 30th of the present month. I believe he will start at once on a Continental tour, chiefly to Italy, which he has long wished to visit. His successor is Mr. Arthur Crump, at present City correspondent of the *Pall Mall Gazette*, and author of one or two useful books on Banking and the Exchanges. Crump is a clever little man, and I have no doubt will do his best to show himself worthy of the compliment paid to him by the selection; but the fall from Sampson to him is one too great to be concealed by any art from the readers of the paper. With all his faults—the worst of which was probably impulsiveness—Sampson is intellectually a giant compared with Crump, and there was a pungency and freshness about his comments on City matters which were always entertaining, even when one dissented from them. In that respect he will leave no successor. Moreover, his long connection with the City had procured for him an extensive personal acquaintance with all its leading men, and this he cannot transfer at will to a stranger. Everybody wanted to see what Sampson would say on a particular subject; but no one, unless it be his wife, cares anything for the opinions of Crump. The real test of his merits, however, will be when a financial crisis or other unusual event occurs, claiming treatment on the instant. Sampson was always equal to the occasion, and, even when wrong, was fresh, forcible, and interesting. It is rather sad to see that a man so well known should be allowed to go with so little notice, but in the profession of journalism when a worker once drops out of the ranks he is speedily forgotten.

HIGH FESTIVAL AT BARODA.

(FROM OUR OWN CORRESPONDENT.)

BARODA, 28TH SEPTEMBER.

WE have had a week of it, and a very pleasant week it has been; had it been less pleasant more might have been found to say about it; but to tell the truth—and even our correspondents do such things occasionally—it has been fatiguing; and conditions are unfavourable to literary composition when they involve a mental attitude, something like that of Mrs. Vincent Crummles, when she first met the gaze of her future husband—standing with her head on the point of a spear surrounded by blazing fireworks. But all is over now, and the hospitalities of Baroda can be chronicled—however imperfectly—from something like a rational point of view.

The first event at an entertainment is naturally the arrival of the guests; and this process was not completed until the evening of the first day, Monday. But a cricket match at the Gymkhana beguiled the time, and it was all the better for the weather being comparatively cool: comparatively of course, for who that knows Baroda in September can expect more? But as the old despotism of France was tempered by epigrams, so a cricket match may be tempered by tiffin, and never more pleasantly so than when—as somebody has said—the thermometer is standing at iced claret cup in the shade. If, moreover, there is nothing else to do in the evening, people can always make up parties to dine together; and upon this occasion you may suppose that the mess of the gallant 22nd was far from backward in coming forward to entertain the visitors. These visitors, I may here mention, came from far and near, that is to say, a few from as far as Bombay, and many more from as near as Ahmedabad, Broach, and Surat. This in fact was a return match of hospitality, as far as the chief stations of Guzerat were concerned. I need not remind your readers, indeed, of the great doings at Ahmedabad the other day, for were they not greatly recorded in your columns?

"Oh, had I Homer's fire
Or that of Sergeant Taddy,"

meetly would I emulate the deeds of daring done in your correspondent's letter; but I must confess that I am not quite a "Rupert of debate" just now; and if you want any rapid charges or other rash feats of literary horsemanship you will be merely disappointed.

But I have said enough to give you an idea of Monday. The entertainments for Tuesday were to commence—according to the programme—with a cheeta hunt and pic-nic in the early morning; but as I did not partake of these pleasures myself, and have not met with anybody who did, there is reason to conclude that they were either limited to an enthusiastic few, or did not come off at all. And one can easily suppose that there was danger of making the programme too full for the capacity of the visitors: for were there not racquets in the afternoon, and badminton at the Gymkhana? And were there not ladies assembled by this time in delightful numbers, who could scarcely be gracing things with their presence from the first thing in the morning to the last thing at night? For the concluding festivity of Tuesday was a ball—and it need scarcely be said a supper—at the 22nd Mess. This was so well attended that it could not have been better, everybody being there, including Colonel Phayre and the lady upon whom the social charge of the Residency has for the present devolved. I cannot say how many were present, but I know that the rooms were as full as they ought to be, and, what is better, that there was a very proper proportion of ladies to gentlemen. Were I not the soul of all that is respectful where ladies are concerned—which I am sorry to say I am—I would describe the ladies particularly as well as generally, and draw some of the prettiest pictures you can conceive—tell you all about their lovely dresses, how much everybody admired them, and how they danced, and talked, and laughed, and flirted, exactly as should be. But this would never do, so I will only ask you to imagine the beauty of Baroda with the addition of the bloom of Broach, supplemented by the sweetness of Surat, and the accumulated graces of such other places as were represented. You may then be sure that everything went off well, and that nobody went off until they were obliged to do so.

On Wednesday came the conclusion of the cricket match followed by badminton at the Gymkhana; and, in the evening, everybody assembled to enjoy the hospitality of the Residency at dinner. Here, prominent among the visitors, were His Highness the Gaekwar and his new Minister, Mr. Dadabhai Naorojee. His Highness, as I daresay you know, is by no means a handsome man, nor does he seem to care much to make up for the deficiency by personal adornment. He was upon this occasion dressed not only plainly, but negligently, and his whole appearance would be considered not only mean for a monarch, but mean for anybody else. His face is especially unfortunate, and receives an unpleasing character from the peculiar *hanging* of the underlip. He was not inattentive to social requirements, but talked to some of the ladies—those who could talk to him, for he understands no English, and must be addressed in his own language. It did not seem that the cares of State were weighing heavily upon him, and he certainly did not convey the idea of a man who has little more than a year allowed him to put his political house in order with very unpleasant prospects in the event of failure. The Dewan, on the other hand, looked all alertness and intelligence. He has certainly an administrative cast of countenance; reform spoke in his face; there was retrenchment in every gesture. Let us hope, therefore, that he will succeed in the object which Colonel Phayre vainly endeavoured to accomplish last year—without of course the warning verdict of the Commission to back him up.

Upon local politics there might be some difference of opinion, but there was none about the fireworks which followed the dinner. Everybody agreed that they were very good, and none the worse for being concentrated and not too prolonged. Very frequently in this country pyrotechnic displays lack arrangement—there is too much delay and too many scattered and fragmentary effects. The evening closed very pleasantly with a concert—quite improvised and performed by several of the guests, ladies as well as gentlemen. You might go a long way—in India or elsewhere—before you would be likely to hear such good amateur singing as that which so delighted us all on Wednesday. We had thus all the elements of a successful evening, which nobody could deny that it was. Looking back at a series of entertainments, one fast succeeding the other, one is apt to forget their order; but let me mention here, albeit out of order, that in the afternoon, before the Residency dinner, the Maharajah entertained the station people and visitors with some "scenes in the circle" at the Hippodrome provided for the exercises of his menagerie. The spectacle was a novel one to many present, who remembered the old Roman Games, and expected to have their feelings harrowed up to a very exciting extent. But fortunately nothing of the kind came to pass. The first fight was between two rhinoceroses, who were led in from different sides of the arena. They were huge, splendid beasts, and I should think old, but these animals live to any time. Their hind legs were prudently joined by chains, so that their actions were somewhat restrained; but they could canter about easily enough without escaping the control of the native beaters. These officials brought the animals up facing one another, and a savage contest seemed impending. But the combatants were rather friendly than otherwise at first. Planting their respective horns close to the ground they looked one another in the face and seemed [illegible] uttering [illegible] cries, such as you might suppose to come from a Brobdignagian baby. Then they made passes with their horns, pushed and drove, a savage cry of satisfaction issuing from their enormous mouths as they made one another retreat. When one retreated the other followed him up, and then they renewed the encounter. At length one of the pair, who had generally kept his position nearest the platform on which were the Resident and his party, and the Gaekwar—who had the larger horn of the two, and seemed generally the superior animal—fairly put his opponent to flight. The vanquished "Rhino" was saluted with the laughter of the visitors and the loudly expressed jeers of the native populace, who crowned the walls and buildings round the arena. The latter indeed were not the least interesting part of the spectacle—piled up as they were in animated masses on either side, in strange and many-coloured costume, and evincing the intense interest they took in the scene by wild shouts and gesticulations. They were brought together again, but not without much urging; and it was amusing to see how some of the beaters, driving them from the rear, slapped them with their hands to accelerate their movements. Considering the natural coats of mail with which their bodies were covered—curiously resembling armour by the way—the slaps could not have been very influential. The attempts reminded me of what Sydney Smith said when the young lady caressingly stroked the pet tortoise—that you might as well tickle the dome of St. Paul's to please the Dean and Chapter. When the two combatants seemed thoroughly tired of delighting to bark and bite, and their angry passions would evidently rise no longer, the weaker went to the wall, or was rather taken there and despatched through the aperture. But at the same time, in order that the champion might not be without a rival, another of the tribe—the most monstrous of all—was let in from the opposite direction. He came in with a wild battle cry and seemed really eager for the fray: his legs too were not chained, and he had a great advantage over the opponent whom he immediately engaged, in being able to double about and outflank him. But the combat did not greatly differ from that which had preceded it, and everybody had had enough of it—including the animals themselves—when the latter were driven back to their dens.

The "parties" engaged in the next fight were two buffaloes. They made a dash in with their heads down, with the light of battle in their eyes, each evidently prepared to gain the victory or perish in the attempt. And truly they had a gallant tussle of it with their long horns, locking them each into those of his opponent with right good will: now pushing with all their might straight in front; now shaking their [illegible] making feints upwards or downwards to take one another at a disadvantage; from time to time changing their ground and going round in a circle, still locked in the embrace of deadly strife; then, when one or the other was forced to give way, would come a pause, then another round, and a repetition of the same manœuvres. There were four animals engaged, and all showed more or less pluck; but it did not appear that they did one another any mischief. Perhaps it was on this account that the spectators grew a little weary of the performance, which was perhaps needlessly prolonged; but they were rewarded for their patience by an incident which was admitted to be the most successful of the day. It was a simple incident—the tossing of an attendant by one of the buffaloes,—but the aspect of the man as he made a summersault high in air was so provocative of mirth that there was no helping it, and there was a chorus of laughter from the terrace where the Maharajah, the Resident, and all the distinguished visitors had hitherto maintained their dignity. The ladies, too, laughed as much as the gentlemen, and equally enjoyed the fun. It occurred to some of us, when we had made the most of our amusement that a man and a brother might be killed or maimed for life; but fortunately we were not fated to assist in making a Baroda holiday in this way. The tossed attendant having duly arrived upon the ground rolled himself to a safe spot, got upon his feet immediately, and ran about again as if nothing had happened.

I am writing backwards again. Before the buffaloes were brought into the arena, there was some fighting with elephants. They were very large and very fine animals, painted with brilliant colours and ingenious devices on their foreheads and down their trunks. One of them was ridden by a mahout—whether because he required urging or restraining I cannot say—the others being free to roam at their own sweet will. They were not very ferocious; but their butting was heavy, and when they fought with their tusks they did the work with a will which suggested considerable damage had the tusks not been cut tolerably short. They were animated, too, and did a great deal of running about.

After some smaller animals had taken their turn in encounters, His Highness's general menagerie was marched past and displayed to the visitors. It is a very fair collection "of sorts," the most remarkable animal being a peculiarly savage tiger, who struggled violently and was not easily held by his keepers, who had to drag him by main force to his cage, by means of the chains by which he was secured.

But I have written enough for you to-day, and will conclude my account in another letter.

Holloway's Pills.—The Female's Friend.—The wonderful cures effected by these Pills have alone enabled them to withstand the fiercest opposition for years. They are valued at the humblest hearths as well as in the houses of comfort and wealth. Holloway's Pills work a thorough purification of the whole system without disordering, weakening, or otherwise in[illegible]

THE GOCULDAS TEJPAL HOSPITAL.

As announced by advertisement some days ago, this new hospital, situated on the Esplanade, opposite the Sailors' Home, was opened to the native public yesterday without any ceremonial whatever. There are thus two large hospitals available in Bombay for the benefit of the native population. The Goculdas Hospital will afford medical aid to residents in the Fort and certain sections of the native town nearer to it than to the Jamsetjee Hospital, while residents of other sections will have to apply as hitherto at the latter hospital. Since the publication of a detailed description of the Goculdas Hospital and of its accommodation in the *Bombay Gazette* of the 18th July 1874, we find that the shelves in the dispensary have been stocked with medicines, medical instruments, &c.; the empty cupboards in the apothecary's room have been filled in with articles of wearing apparel and bedding for indoor patients, for whose use eighty beds in the wards on the first and second storeys have been kept in readiness; and gas and water are now available throughout the building. The operation room on the first storey and the Surgeon's office or sitting room on the second are also well furnished. A nearly full establishment of servants has been entertained; and a native matron has been engaged for the female ward, containing twenty beds on the second storey. The contractor's room is, we believe, tolerably well stocked with articles of food; and a large pair of weighing scales has been fitted up in front of it. The long and spacious verandahs on either side of the wards on the three floors, which form a prominent feature in the building, have been furnished with benches for the accommodation of the patients and ornamental fountains in the corridors on each floor supply drinking water for them. Pendent in each verandah are three massive ornamental gas globes, which would at night diffuse streams of light more than sufficient to illumine the entire area of the verandah. In each of the wards are put up a set of rules in English and Marathi, drawn up in accordance with Dr. Hewlett's strict notions of cleanliness and decorum, the infringement of which by any of the patients is to be punished with dismissal.

Yesterday morning from an early hour, Mr. W. Conway, the head apothecary, and his assistants were ready to receive patients at the hospital. Dr. Hewlett came in at 7 o'clock and was occupied until about 11 o'clock. It is to be regretted that not one of the heirs, representatives, or assigns of the founder attended to see the opening of the hospital, or that there was not a single Government official present to smile a smile of approbation on the commencement of the gallant Doctor's labours, except perhaps Mr. Dosabhoy Framjee, second magistrate of police, who attended simply as a friend. During the morning there were several applicants, but only one of them was received as an indoor-patient, the rest being rejected, no doubt for proper reasons. Thirty-one applicants were received as outdoor patients were prescribed for and supplied with medicines *gratis*.

A CASE OF CONFISCATION OF SALT.

LIMJEE JAM-ETJEE V. THE SECRETARY OF STATE.

YESTERDAY, at the High Court, Sir Charles Sargent delivered the judgment of himself and the Chief Justice in the abovenamed suit. Mr Pigot, instructed by Messrs. Dallas, Lynch, and Tobin, appeared for the plaintiff, and the Advocate-General, instructed by the Government Solicitor, for the defendant. His Lordship said that before the appeal court it had been contended for the plaintiff that the Indian legislature did not intend to impose an English customs duty on salt imported into Rajpeepla. No settled rule of international law, in the opinion of the court, prevented such duty being levied. It was not suggested that there was any treaty between the British Government and Rajpeepla, and the Act must therefore be construed by minor rules. Act 24 of 1869, Sec. 2, provided for the levy of duty on salt imported by sea or by land, and it was contended for the plaintiff that this Act must be read with Act 6 of 1863, and that importation meant bringing of goods for consumption or warehousing. Section 69 provided for [illegible] remaining on board ship being liable to duty. The court thought that the salt in question, when it entered the waters of the Nerbudda and most certainly when it entered the port of Broach, became liable for duty, and such duty having been paid by the plaintiff could not now be recovered. It remained to be considered whether the Custom House authorities were justified in detaining the vessel. It had been said that the salt had become liable to confiscation, because the plaintiff had attempted to pass the salt into British territory without paying the duty. The court thought that [illegible] the numerous Acts relating to salt be treated as constituting a special code for protecting the salt revenue, and that Government could justify the seizure of the salt under that Act. Also, on the evidence before the court the plaintiff could not recover more than nominal damages. The judgment of the court below must be confirmed, but owing to the novelty of the question each party must bear his own costs.

The Advocate General asked to be heard on the question of costs.

His Lordship said he would mention it to the Chief Justice, but the matter had been already seriously considered by them.

HIGH COURT DECREES.

YESTERDAY, at the High Court, the following short cause was heard before Mr. Justice Marriott:—

MUNCHERJEE CAWASJEE DAVUR AND ANOTHER VS. [illegible].

Mr. Latham, for the plaintiff, moved for a rule *nisi* calling on the defendant to show cause why a receiver should not be appointed to manage the estate of the deceased, Cowasjee Nanabhoy Davur, consisting principally of a Spinning and Weaving Mill, and why the said Spinning and Weaving Mill should not forthwith be sold by the said receiver or otherwise as the Court might direct.

The plaint stated that Cowasjee Nanabhoy Davur died on the 22nd of November 1873, leaving property of the value of Rs. 6,70,000, the larger part of which was a Spinning and Weaving Mill. Joint letters of administration had been granted to the plaintiff and defendant, but owing to the defendant's manager refusing to co-operate with the plaintiff's manager, or to sign cheques, bills, receipts, and other documents, the working of the mill had been suspended and serious loss had accrued. It was most necessary, therefore, that the estate of Cowasjee Nanabhoy Davur should be administered by the Court, and that the mill should be sold, as, in consequence of the number of new companies that were being started, the time was favourable. An offer of nine lakhs of rupees had already been made for the mill, but the defendant's manager would not agree to its being accepted.

His Lordship granted the rule, as applied for.

COTTON FRAUDS' ACT COMMISSION.

THE Commission met again on Monday, the 21st September, at the Municipal Commissioner's office, when Mr. Whittle (of Messrs. Whittle, Anderson, and Co.) was examined, as follows:—

Question 200—Will you be good enough to state how long you have been connected with the cotton business in India, and what your present occupation is, and where you reside?

Answer—I have been connected with the trade for about ten years; my occupation is that of a cotton agent; and my principal place of abode is Veerumgaum. I may also mention that I have been connected with cotton ever since I was a boy, having learned the cotton business as a profession.

Question 201—I believe you are in charge of a large spinning and ginning mill at Veerumgaum?

Answer—I am not in charge of any mill, but I am part owner of one belonging to the firm.

Question 202—And for this mill you of course have purchased directly a large quantity of cotton?

Answer—I have bought large quantities of cotton not for the mill but for our own business, not only in Veerumgaum but all over Kattywar.

Question 203—Have you had many opportunities of seeing how the Cotton Frauds Act works in that part of the country where you have resided?

Answer—Very many.

Question 204—Were you connected with cotton in Veerumgaum before the present Act was brought into operation?

Answer—The Frauds Act came into operation in 1863, the year in which I commenced my cotton dealings in Guzerat.

Question 205—Have you observed since that time that any improvement has taken place in the condition of the cotton with which you have dealt?

Answer—It has not improved to any perceptible extent.

Question 206—Then do we understand you to say that the Cotton Frauds Act has been of no use?

Answer—No; I would not say it has been of no use, because indirectly it has done good. It has prevented adulteration extending, and it has kept in check the tendency to fraud, which has ever been ready to break bounds in Kattywar, and which would break bounds were the Act repealed. I however assert that for the last ten years Dhollera cotton has not improved in condition, the style of cultivation has not altered, nor has the seed been changed, nor is it now, as formerly, carefully selected. On the contrary, the land has been yearly more and more impoverished. The seed is sown, and God gives the increase. The ryot does nothing save burn the manure which he should give to the fields in return for the fruit they yield him. That Dhollera cotton is more approved of at home than it was ten years ago and fetches a better price (*coeteris paribus*) is no proof of its better quality. The fact being that ten years or so ago a spinner would not touch Dhollera cotton with a stick, but necessity taught him its virtues, and in proportion as those virtues were apprehended [illegible] that proportion was cotton said to be improved.

Question 207—Then are you an advocate for the repeal of the Cotton Frauds Act?

Answer.—No; but I think that a number of alterations should be made in the penal clauses of the Act to make it more justly workable and also a more efficient law. My most emphatic objection to the Act is that as it now stands it bullies and harasses the men who are doing their best to prevent fraud, whose bread depends on their avoiding fraud, and allows the knave to escape. It watches the adulteration going on, and when completed comes down on the innocent possessor of depreciated cotton. The whole business of adulteration is carried on from the ryot to the district market. The ryot and the village middle-men are the knaves who do the fraud and get all the profit, and they are scarcely ever punished. If there must be a Frauds Act, let it nip the evil it is constituted to remedy in its birth; begin with the things that are first, the ryot and his fields, and to do this the law must be modified, and the subordinate machinery of the department worked differently.

Question 208—Will you state in what respect you think that the present penal clauses are unjust?

Answer—They are unjust rather from their application than their spirit, and almost invariably in case of prosecution impose a punishment on, not the committer of the fraud, but on his dupe, who by some trick of the trade has had adulterated cotton thrust upon him.

Question 209—Would you like to see the Act altered?

Answer—Certainly.

Question 210—In what respect would you like to see the Act altered?

Answer—I should like to see the words "or other foreign matter" (translated into Guzeratee by the word cutchra) struck out of the Act, as they are ambiguous—a fruitful source of contention and of the gravest injustice. I have known a case in which an inspector has contended that leaf was adulteration according to the Act, and was foreign matter, and what is more, such a contention has been upheld by a mofussil magistrate. [illegible] be assumed that the above contention was just, there is an end either to the cotton business or the Act. If the Act is operative the cotton business must cease, as nothing but "fine" cotton can be dealt in (an article that does not exist), and if the cotton trade is continued [illegible] be by sufferance or by a suppression of the Act. As the Act at present stands I look upon it as a preventive [illegible]

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false principles. The Preventive Officers of Government know well when smuggling is going on, carefully watch it matured, and only when matured pounce down on the guilty ones so soon as they enter British territory; but the Cotton Frauds Act sees the adulteration matured, and then pounces down, not on the doer of the fraud, but the man who for the time being happens to be even the unintentional holder of adulterated cotton, be such holder native or European.

Question 211—If the purchaser knew his business, would he buy what he ought not to buy?

Answer—I should say not. No man who knows his business would buy adulterated cotton as such, but a man may be deceived into holding (with the intention of purchase) something which on further examination he would unceremoniously reject. To illustrate what I mean by a Dhollera transaction—A dealer buys a dokra (or a hundred dokras) subject to a sample which is drawn by his own man, but as a dokra consists of a huge bulk of some 25 to 26 maunds of loose cotton, it is quite possible that the sample may deceive both buyer and seller alike as to the real contents of the dokra. It is impossible tell what the dokra actually contains until it be thoroughly opened, as it may happen that a dokra sampled as above may show when opened several maunds of adulterated cotton. The fact however of both the seller and buyer being satisfied with the sample does not complete the sale. The buyer has the privilege of rejecting the dokra at the presses if not up to sample, or of baling only such portion of it as he may approve. Whatever portion of the dokra is baled belongs to the buyer, and for that alone he pays, and for the quality of that alone is he in a certain measure answerable. Such a transaction is, I think, unimpeachable, and no fraud either actual or intentional, under any supposition, could be charged either to buyer or seller. It is competent, however, for a cotton inspector to think differently. For should he examine the above dokra, *after* it has been weighed and *before* it has been opened at the presses, and find in it any foreign matter, or what he considers foreign matter, he at once puts his mark on the dokra, has the cotton seized, and the holder summoned, and though in fact there is yet neither buyer nor seller, as the transaction not having been completed (the holder of the cotton is not absolutely the owner of it), yet he is the person who would be held responsible by an inspector, and who would be prosecuted by the Cotton Frauds Department, convicted, and punished. I might go still further and assert that a substitution of the proposed seller for the holder in my illustration would in no way further the ends of justice, or make the action of the inspector more legal, as the seller in [illegible] probability is as innocent of actual fraud as the holder. I must however confess that these Dhollera dealers at times are far from innocent, and often knowingly pass forward grossly adulterated cotton to protect their own pockets and save their advances. Still as the representatives of foreign territory, men who in truth are the beginning, middle, and end of almost all the fraud in Dhollera cotton, they are often made to suffer unjustly, and are punished for the actions of men they themselves cannot reach and the law will not touch. And this anomaly, inefficiency, and injustice is produced and will continue until the Act is made operative wherever cotton is grown in Guzerat. No analogy can be argued from the Berars to Kattywar—the trade in the one place is radically different from what it is in the other, and will ever remain so until both the seed, the soil, and the climate of the one district is imported into the other. It may tend still further to show how the present Act may operate unjustly if it be supposed that the inspector had not detected the adulterated cotton I have been speaking of in the dokra, but had detected it in the bale, as it might be there without turpitude on anybody's part, from the simple fact that I have known a case in which a whole mutka of jagree, weighing 28lbs., was put into a half pressed bale by pure accident, and if jagree could be put in, so could any other foreign matter, and thus without the knowledge either of the pressmen or the men I had at the press to watch the pressmen. Such jagree had it been detected would have been the perquisite of the pressmen, and therefore they had no inducement to do what was not right; while in the case of my men they had no object in allowing it to pass, because the weight of the jagree would have been at once allowed for in the tare by the seller. The Act to be effective should be so framed that it may reach not only the growers who commit a certain amount of fraud, but those subsequent holders who continue and increase the fraud. Still, though even the Act be extended to foreign territory, the trade is so small in the beginning, and so accumulative, that it would be only with the greatest difficulty and the most sleepless vigilance that guilt could be brought home to the person who actually commits the fraud; and hence the necessity for a thoroughly reliable subordinate staff. On whatever basis however the new Act be framed, it might tend to restrain adulteration if wherever adulterated cotton was found, the magistrate had power to order the cotton to be cleaned at the expense of the *holder*, as the civil rights secured to the holder by clause 15 of the Act would enable him to recover his loss from the seller,—the seller would again have his rights, and so the fraud would ultimately or any way practically be thrown back upon the right man. I would suggest also that magistrates trying cases under the Act should be compelled to obtain the assistance of experts in the business and should be instructed to hold their courts at fixed central spots, so that the people concerned would be saved the inconvenience of compulsory attendance at remote and distant parts of the collectorate, at uncertain periods and during the busiest time of the year. Further, I think, the Act should accurately define the sense in which the words "varieties"* and "adulteration"* are used and leave as little as possible to the discretion of the district sub-inspectors. I propose such definition for the consideration of the Commission. Imprisonment should no longer be a power under the Act, as I think there is no offence against the Act that is not adequately met by a fine and confiscation.

Question 212—Do you know of any prosecution having occurred in cases such as you have just related?

Answer—I myself have been prosecuted and punished under the circumstances I have just stated.

Question 213—In that case did the trying authority rule that you had a guilty knowledge of the cotton being adulterated?

Answer—The particulars as to why I was punished I never enquired into. The case was decided by the Dandooka Mamlutdar under Section 8 of the Act. I appealed to the Collector stating the grounds on which I thought I was unjustly treated, inasmuch as I was prosecuted for an assumed offence for having that which I never possessed, and punished for doing that which it was supposed I might do. Had the department allowed me to manifest my intention whether it was to bale the adulterated cotton or clean it or return it, or had it allowed me to bale it and then come down upon me, there might have been at least some appearance of justice in the proceeding against me for offering for compression or compressing adulterated cotton.

Question 214—Have you ever heard of the term jhooring?

Answer—Yes; it is a very common word in Guzerat.

Question 215—Will you be good enough to explain what it is?

Answer—Jhooring has for years been the process in Guzerat, whereby the curl which is put into cotton by the *churka* is removed, and the process is carried out by beating the cotton either over a pebble or cowdung floor, as may be most convenient. The primary object of jhooring is to remove the curl which cotton receives from passing through the churka, as the curl, if it remained in the cotton, would somewhat depreciate it.

Question 216—Would it be of any use to jhoor grossly adulterated cotton?

Answer—Inferior cotton will not stand much jhooring, and at the present day there is very little severe adulteration in the superior classes of cotton.

Question 217—Has not the Act a certain moral effect on the dealers?

Answer—Its moral effect has been fatally compromised by the subordinates provoking active resistance, which discretion would have disarmed. Their great object was to punish not to suppress fraud, and all other purposes were submerged into this grand climax. Hence the officers of the department are answerable for the ambiguous position the Frauds Act now holds, and they themselves have taught people who originally believed that the Act could reach them, wherein lay its weak points or its saving clauses. Had they used even ordinary judgment, and tried to punish for *prima facie* fraud only, I believe the Act at this moment would have retained the respect it first commanded.

Question 218—If a dealer offers you adulterated cotton, do you threaten him with prosecution under the Act?

Answer—No; I have never made the Act subservient to private interests, nor do I know that the Act has ever been so prostituted. It is a matter of perfect indifference to me whether an inspector comes and sees my cotton or not. His presence or absence does not affect the way in which I do my business. In dealing, however, with natives, I think the Act might be used to one's personal advantage.

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* *Variety.*—That difference in two cottons produced by other than climate, cause, or market preparation.

Adulteration.—Cotton depreciated by other than reasonably avoidable causes.

SEASON REPORTS FOR THE WEEK ENDING 23RD SEPTEMBER 1874.

The following Season Reports for the week ending 23rd Sept. are published for general information:—

Kurrachee.—River at Kotri on 19th, 2 inches less than last week, and encroaching towards trunk road above Tatti. Floods abating. Kharif harvest operations commenced, good out-turn promised where unaffected by flood. Rinderpest and slight rain in Kohistan.

Shikarpur.—River falling. Floods fast subsiding. Kharif crops above the average where out of influence of floods. Days continue hot, but heavy dews at night. Fever very prevalent.

Haidarabad.—River falling steadily, but still 3 feet 8 inches higher than on same date last year. Crops splendid. Weather seasonable. Usual fever commencing.

Upper Sind Frontier.—Weather unusually oppressive. Storm and heavy rain in Kashmore on 10th and 11th. Floods subsiding. Jowari crops attacked by caterpillars which were destroyed by heavy dew. Fever prevalent.

Ahmedabad.—Rain 10 cents. All crops in good condition. Bajri being harvested in some places.

Kaira.—Rain 49 cents. Crops in good condition. Fever prevalent.

Surat.—Rain 45 cents. Crops healthy. Fever prevalent.

Broach.—Rain 80 cents. Crops good. Fever prevalent. Yield of rice crops will be less.

Khandesh.—Rain 1 inch 60 cents at Dhulia. Crops improving and promising. Public health good.

Nasik.—Rain 4 inches 74 cents; fallen throughout the Collectorate. Early crops good. Sowing of late crops in progress. Cotton improved, good out-turn expected. Public health good. Cattle-disease in a few villages in Baglan.

Tanna.—Rain 5 inches 93 cents. Fever slightly increased. Crops in good condition. Fever and cattle-disease in Mahim, Warra, Shahpur and Murbar talukas.

Poona.—Rain 2 inches 21 cents; fallen well in all the talukas. Crops progressing well. Excepting slight fever at Indapur, climate and public health good.

Ahmednagar.—Rain 6 inches 60 cents; fall in some talukas excessive. Slight cattle-disease in Ankola. Public health good.

Sholapur.—Heavy rain. Kharif likely to be damaged by excessive moisture. Health good. Rabi sowing retarded.

Satara.—Rain 35 cents. Kharif crops generally good and are being harvested. Sowing of rabi in progress. Fever and cough at Mahableshwar.

Belgaum.—Rain 3 inches 1 cent. Further injury to crops which have already suffered from excess of rain. Cattle disease in Sampgaon taluka. Public health good.

Dharwar.—Rain moderate. Some early crops slightly damaged from excessive moisture. Cotton sowing still in progress.

Kaladgi.—Rain 3 inches 35 cents; heavy fall. Crops flourishing. Health good.

Kanara.—Rain 5 inches 25 cents at Carwar. Crops good. Fever, small-pox and cattle-disease prevalent.

Rajkot.—Crops suffering in some parts from drought. Fever prevalent.

Wudwan.—Crops flourishing. Slight fever.

Baroda.—Rain 23 cents. Crops thriving. Health good.

Kolaba.—(Report for the week ending 21st Sept.) Rain at Alibag 4 inches 56 cents. Rice and other crops in good condition.

Ratnagiri.—Report for the week ending 15th Sept. Rain 1 inch 19 cents. Reaping of early crops delayed and slight damage caused to late crops in some cases. Dysentery and fever in the town of Ratnagiri, and in the village of Rewadi, in Malwan taluka. Cattle-disease in Chiplun and Khed talukas. Other talukas generally healthy.

INDIAN NEWS.

THE LATEST MIRACLE.—How Providence brings good out of evil was well illustrated on the occasion of the inauguration of an organized fellowship among the members of the congregation of the Brahma Mandir on Saturday, September 19. Nearly four hundred persons were present, representing different interests and conflicting types of opinion and thought, and not a few among them under the excitement of recent events had come prepared to gratify party feelings and sinister purposes. And yet dignity was maintained throughout the proceedings, truth triumphed over malice and partisanship, and all combined almost unconsciously to further the momentous objects of the meeting. We rejoiced when our temple was built and wanderers found a shelter. We now rejoice that among them a unity of fellowship has been established, calculated to promote friendliness, purity and devotion. It has been decided that men addicted to vices of a heinous kind are not to be admitted, and that the members should be subjected to high moral and spiritual training and discipline, for which purpose they are to meet every month.—*Indian Mirror.*

HORRIBLE MURDER.—A few days ago a corpse was found floating in the Neyattenkarry River, South Travancore, opposite the cottarom there. The Tahsildar and the other police officers, coming to the spot on information being given to them, identified the corpse as that of a bricklayer who was a few days ago engaged in putting up a wall round the Cutcherry compound. The news soon reached the mother, who came running to the spot. Her lamentations were very great, the deceased being her only son, on whom she entirely depended for her support. There is, however, a mystery about this death. The mother has now stated before the Sub-Magistrate that the corpse is not her son's, and her son has gone to Ceylon. On a post mortem examination being made of the body, it was found that the deceased had received two blows on the head with a mallet or some heavy weapon that would have caused his death. Drowning is out of the question, as there was only about knee deep water in the river at the time. The Sub-Magistrate, we are glad to learn, is doing his utmost to sift the matter, and we hope he will soon get a clue as to the real murderers, and bring them to justice. A jealous husband is supposed to be the murderer.—*Western Star.*

COLOMBO SUPPLYING THE MADRAS RAILWAYS WITH COKE.—We have just heard that the Colombo Gas Company exported by a native vessel on Monday no less than 40 tons of coke for the South of India Railway. The order was for 100 tons, so pleased was the Engineer of the Company with a sample supply of 20 tons he had some time ago. It seems very extraordinary that while the Madras Railway authorities are so anxious to avail themselves of the coke manufactured at the Gas-works here, none has been called for as yet on the Ceylon Railway. We do not know what the objection may be, but it seems to our unprofessional notions that the more coke used on our line the better, lessening the risk now often arising from the sparks flying off the wood-fires. In England, coke we believe is freely used in railway engines, and the gas works in Bombay, it is stated to us, are under contract to supply all their coke for the railway lines, receiving for the same about Rs. 30 per ton, so highly is it valued. The Colombo Gas Company only charge Rs. 15 at present for their coke, taken in large quantities, a price which must contrast most favourably with that of the coal used in our railway engines, which, we suppose, cannot be under Rs. 25 per ton. Coke, it is well-known, is a most valuable auxiliary to coal in engine furnaces.—*Ceylon Observer.*

EUROPEAN EXTRACTS.

THE CARLIST ARMY.

(TIMES' CORRESPONDENT.)

Having just returned from a visit to the Carlists in Spain, the impressions brought away by an impartial observer of their army may be of some interest to your readers. I found myself among their outposts on crossing the frontier stream of Bidassoa. Continuing my route to the "Royal Head-Quarters," then at Lequeitio, *via* Oyarzun, Andoain, Tolosa, Azpeitia, and Andarroa, I passed some half score of Carlist battalions, with whose smart and soldierlike bearing, robust and healthy appearance, whether in quarters or under arms, I could not fail to be very favourably impressed. Though in their ranks there were a few young faces, they were all well armed, well accoutred, well-dressed, [illegible] appearance of being well disciplined, well fed, and contented [illegible] as fresh after a march of 25 or 30 miles in a scorching sun as if they were out for a holyday. I confess the comparisons I inwardly drew between them and the recruits we are now getting at home, were sadly detrimental to the latter. Spaniards certainly excel in marching; stragglers there are none. In Lequeitio and the neighbourhood there was a newly-formed battalion of Guards. It consists of eight companies of about 80 men each, and a finer body in physique and bearing could not be found in Europe. They are picked from the rest of the army, none having been in less than 10 or 12 engagements. Their uniform is very smart and becoming. From Tolosa to Lequeitio I had the pleasure and good fortune to travel with the officer who commands this magnificent battalion. He is a type of many of the gentlemen who hold commissions in the Carlist Army—members of the most noble and best families of Spain, highly cultivated, and with much professional knowledge, added to those courteous manners for which they are renowned. These serve the cause they believe in with all their energy and means, and with a devotion which has never been surpassed by Royalists for the good cause of their King. Not only was this enthusiasm remarkable throughout all ranks of the Army, but "the King" was worshipped with an uncompromising earnestness by the population at large in the country through which I passed. The peasantry round Lequeitio flock daily in hundreds to kiss the "Royal hand."

Learning that the neighbourhood of Estella was where I was most likely to have the earliest opportunity of seeing a force in the field, I arrived there after a two days' journey from Lequeitio through Vergara, passing over the battle-field and through the village in which the Republican General Concha was killed. Next morning I ascertained that the Carlists, about 16,000 strong, were occupying an intrenched position in and about Puente de la Reyna, some 14 miles north-east of Estella, and were in momentary expectation that the enemy, who were said to be about 18,000 strong, would attack. Getting to Puente as soon as possible, I found the Carlists occupying a very strong position, in which they remained, threatened, but not attacked, till the following night, thus affording me every opportunity of watching them closely. Their outpost duty seems to be particularly well performed, and there is no doubt the Espionage or Intelligence Department is most ably conducted. What they have of artillery is good, though at present insufficient. I saw two batteries of Whitworth's drawn by splendid mules, which they find better suited for the work than horses; also one battery of small mountain guns, carried each on a mule. Their field-guns are all either Whitworth's or Vavasseurs. The artillery officers have for the most part, if not all, as cadets, passed through the Government School of Gunnery, near Madrid, which is second to none in Europe.

I saw an arm factory and gun foundry at Azpeitia, the machinery of which was entirely established, and the working solely conducted, under the superintendence of five officers of the "Royal" Artillery, without the aid of professional mechanics, testifying sufficiently to their ingenuity and ability. Water is the motive power used. The machinery has been collected bit by bit from anywhere and everywhere. The metal from which the guns are cast is chiefly procured from church bells.

With regard to the other Scientific Corps, the Carlists profit greatly, we presume, in its ranks of many officers who have had the advantage of passing through the excellent Government School of Military Engineering.

Cavalry is the arm they are at present most deficient in, owing to the scarcity of horses in the North; and no doubt this weakness makes itself doubly felt owing to the Republican army having its full proportional strength in this branch of the service.

The rations are good in quality and sufficient in quantity, and I heard of no complaints of the Control, which if Carlist troops may be judged by British soldiers, speaks volumes in favour of that Department. A soldier's ration per diem is 1lb. of meat, 1½lb. of bread and a bottle of wine. An officer draws a double ration. The pay varies in different Provinces, some of the poorer ones receiving none, and even in the richest it is small. The highest scale is about eight sous a day for a private, and in the same Province a captain would get about 70f. a month, and other ranks in proportion. Out of that small sum he voluntarily subscribes 20f. towards the purchase of cannon, and frequently finds pay for some of his more unfortunate brethren in the less wealthy districts.

The entire strength of the Carlist armies in the field I estimate at something over 80,000, but it is perpetually increasing. The number of deserters they get from the Republicans must be very large, judging from the number I saw come in during my brief stay. The most striking feature is the cheerful spirit with which these soldiers do their duty and their delight in hardships that serve the cause.

The civility I met with from all ranks it would be impossible to surpass, and they admit that they like foreigners to come among them and judge for themselves whether they are the savages they are so often described as being.

Respecting the reported atrocious massacres at Llayers, I confess I know nothing, as I never even heard of them till I had left Spain; but I was at much pains to get at the true story of Captain Schmidt's execution. The following version is, I have every reason to believe, the true one:—Towards the close of the engagement, and doubtless in the excitement of the moment, he so far forgot the obligations of neutrality incumbent on a foreign representative of the Press as to place himself at the head of and lead a detachment of Republican soldiers into a village, with a revolver in one hand and waving a handkerchief with the other, calling out "Follow me, the Carlists have abandoned the village: I will show you the way," or words to that effect. Unfortunately for him, the Carlists still occupied the village, and he and his party fell into their hands. Being so taken, who can say they were not justified in shooting him? though whether it would not have been wiser policy to spare his life is another question.

The system of reprisals in this kind of warfare is frequently almost obligatory. For instance, it was long the practice of Republican gunboats to steam close up to Carlist seaside villages or towns, and, without any other motive than that of destruction, to shell the unoffending places, though perfectly open and unprotected. This was at length effectively stopped by informing the Government that for every shot fired into an unfortified town the life of a hostage would be taken. Unfortunately, there exist on both sides self-organized bands of Volunteers, who act independently and are amenable to no discipline, and who doubtless commit many atrocities.

I may add, in conclusion, that, looking at the Carlist army from a military point of view, it should be admitted that, considering the immense disadvantages they have laboured under in respect to resources and means, and the odds they have had to contend against, what they have already achieved redounds not inconsiderably to their credit.

INDIAN PENDULUM OBSERVATIONS.

The Indian pendulum observations, which have just been brought to a conclusion at Kew, were first instituted in 1861, by Colonel Walker, the Superintendent of the Great Trigonometrical Survey of India, with the permission of the Secretary to State. Many of the most eminent Fellows of the Royal Society also supported the scheme, on the ground that it afforded an independent check on the local variations in the direction of the force of gravity, and on the disturbances due to the mountain masses to the north of India; that it threw light on the density of the earth's crust, as well as on the figure of the earth; and that generally speaking, it was a necessary part of any extensive geodetic operations. For the purpose of the experiments, the Royal Society lent an astronomical clock and two invariable pendulums, and this equipment was supplemented by a copper vacuum cylinder and an air pump. It was decided to make Kew Observatory the base station in this country for the operations, and before the pendulums were sent to India, they were swung there by Mr. Loewy. The apparatus arrived in India in 1865, and the work was at once commenced by Captain J. P. Basevi, R. E., who had been placed in charge. In the course of the next five years Captain Basevi swung the pendulums at some nineteen stations on the Indian arc from Dehra Dun to Cape Comorin, at two stations on the East Coast, and at two on the West Coast of India, and he likewise swung them at Minicoy, an island of the Lakhadive group. In 1870, two convertible pendulums were lent to Colonel Walker by the Imperial Academy of Sciences at St. Petersburg. These pendulums had been used on the Russian arc, and it was hoped that by their means a connection might be established between the Indian and Russian pendulum operations. An arrangement for measuring the lengths of these pendulums form part of the whole apparatus, so that they are capable of giving not only relative results, such as are obtained by the invariable pendulums, but also absolute values of the length of the simple seconds pendulum. Captain Basevi had at that time but little opportunity of using these pendulums, and in the spring of 1871 he started for the lofty plateaux of Tibet, taking with him the invariable pendulums only. On his way thither he took observations at Mian Mir, and from thence ascended to the Kuksha and Badak. Here, at altitudes of 15,500 and 17,000 feet respectively, he continued his observations; but the severity of a climate where the thermometer rises to 70° or 80° in the afternoon, to fall below Zero at daybreak, proved unfortunately fatal to this gallant and able officer.

Captain Heaviside was subsequently appointed to complete the operations. After some preliminary observations at Dehra, and at Mussoorie, he went to Kaliana, the base station in India for the pendulum experiments. He there took observations with the invariable pendulums to determine whether they had undergone any change since they were last swung there. He also swung and measured at Kaliana the Russian convertible pendulums. He then started for England, and on his way to this country he swung the pendulums at Bombay, at Aden, and at Ismailia in Egypt. At the Kew Observatory, he has swung the invariable pendulums, to determine whether they had undergone any alteration since 1865, and he has also carried out there a complete series of experiments with the Russian convertible pendulums for the determination of the length of the simple seconds pendulum.

At the suggestion of General Sir E. Sabine, a further series of experiments is being made with the convertible pendulum employed in 1818 by Captain Kater. The bar of this pendulum, owing to some unknown cause, had become bent. The bar has been re-straightened, and the knife-edges re-ground and re-bedded. In its thus altered condition this pendulum has been swung at the Kew Observatory, by Captain Heaviside; and Lieut.-Colonel A. R. Clarke, R.E., has undertaken to measure the distance between the knife-edges of the pendulum at Southampton. From the value thus obtained, a second determination of the length of the simple seconds pendulum at Kew will be made. Captain Heaviside will shortly return to India where the final results of the whole series of experiments from 1865 will be computed out and arranged for publication.—*Geographical Magazine.*

THE MARQUIS OF RIPON.

(*Times.*)

Some singular proceedings, which we reported on Thursday, at the Grand Lodge of Freemasons will have prepared our readers for a strange announcement. The Marquis of Ripon was, till Wednesday, Grand Master of the Freemasons of England. The offices of the Brotherhood are fanciful, but they are none the less positions of honour and of some social importance. That of Grand Master is, of course, the highest of all, and Lord Ripon had held it for three years with great satisfaction to the Craft and credit to himself. The Lodge met on Wednesday for the transaction of current business, when they were startled by the announcement that the Grand Master had resigned. In a brief letter, which [illegible] Lord Ripon says that he finds himself unable any longer to discharge the duties of Grand Master, and that he is consequently compelled to resign. The Craft are reported to have received the announcement with dismay, and it may well have perplexed them. What should induce the Marquis of Ripon thus to withdraw, without apparent reason, from a position of dignity and influence, if not of real importance? How many of our readers can have surmised the strange answer? Lord Ripon has become a Roman Catholic! It is notorious that the Freemasonry are under the especial ban of the Church of Rome. That Church tolerates no secret society, except that of the Jesuits; and the first sacrifice which would be demanded of a convert like Lord Ripon would be his withdrawal from the Craft. As the first pledge of his new obedience he has to abandon his honourable position in the Brotherhood, and to renounce a harmless and kindly association in which he might for years have held the foremost place. It was justly said that the reasons must have been overwhelming which could induce him to take so unwelcome a step, and they arise from nothing less than the important change in his religious convictions which we have stated.

Lord Ripon, it must be owned, is no ordinary convert. He has held high office in the State, and he was at one time deemed capable of the highest positions in public life. He is in the prime of life—in his forty-seventh year—and though he had in some respects disappointed expectation, a considerable career might still have been before him. As Viscount Goderich he entered Parliament more than twenty years ago as a pronounced Radical, and then cherished that tendency to a speculative Socialism which seems sometimes attractive to the unquestioned possessors of great wealth. It is such a pleasant romance for a man who knows that in the ordinary course of things he will be the undisputed possessor of fifty thousand a year to imagine himself on a level with ordinary mortals! A little experience of life, however, dissipates this romantic tendency, and Lord Ripon soon settled down into a sober Liberal, exemplary in his submission to the control of his successive leaders. After serving as Under-Secretary for the War Department and for India under the late Lord Herbert and Sir George Lewis, he was in 1863, as Lord de Grey, appointed Secretary of State for War. He held the office nearly three years, and in 1866, on the retirement of Lord Halifax, became Secretary of State for India. In Mr. Gladstone's Ministry of 1868 he held the dignified office of Lord President of the Council. Mr. Forster, who served as Vice-President, has often spoken handsomely of the work of his official chief; but the Lord President was chiefly conspicuous as Head of the Joint High Commission by whom the Treaty of Washington was negotiated, and who arranged the terms under which the dispute respecting the Alabama was submitted to arbitration. There is much to which exception must be taken in those negotiations; but the selection of Lord de Grey for so important a duty sufficiently indicates the favourable opinion which his colleagues were disposed to entertain of his capacity. His services in this character were, at all events, deemed worthy of some special recognition, and he was advanced to the dignity of a Marquis. His selection to preside over the [illegible] dence of the social consideration which he commands, and his great wealth renders him an important member of the party to which he belongs and of any association to which he may attach himself. He is, in short, one of the leading noblemen of England who has discharged high political functions, and might have been called on to discharge them again. His sympathies have, at least in action, been given to the party of progress and enlightenment, and he would have been regarded until yesterday as a valuable member of the liberal party. This is the man who, in the full strength of his powers, has renounced his mental and moral freedom, and has submitted himself to the guidance of the Roman Catholic Priesthood. The first impression which will be produced on his friends and the public will be one of profound regret that such a career should have been thwarted, and that so much valuable influence is henceforth to be misused. Lord Ripon, we dare say, will still adhere to the party in whose service he had won his honours and his Marquisate. But a statesman who becomes a convert to Roman Catholicism forfeits at once the confidence of the English people. Such a step involves a complete abandonment of any claim to political or even social influence in the nation at large, and can only be regarded as betraying an irreparable weakness of character. To become a Roman Catholic and remain a thorough Englishman are—it cannot be disguised—almost incompatible conditions. We do not for a moment doubt that men who have been born and brought up in the Roman Catholic Faith may retain their creed as a harmless and colourless element in their opinions. But when a man in the prime of life abandons the Faith of Protestantism for that of Rome his mind must necessarily have undergone what to Englishmen can only seem a fatal demoralization. We submit to many things if we are born to them which we would never endure if they were imposed on us for the first time. But that a statesman, a man who has had twenty years' experience of the world, who has held high official posts in England, and has been a prominent diplomatist, should submit himself to the yoke of the Roman Catholic Priesthood can only be due to some fatal obliquity of temperament. The principles of English life and of the Roman Catholic religion are very difficult to reconcile, and when a man deliberately becomes a Roman Catholic he must be held to accept distinctly the principles of his new Creed.

What, it will be asked, can be the causes which have been sufficiently powerful to induce a man of such experience and ability thus to abandon his moral independence? Lord Ripon has made no statement of his reasons, and it is impossible to be sure of the influences which have finally misled him. But he is, no doubt, the most conspicuous illustration yet furnished of the force of some temptations which at the present day Roman Catholicism holds out even to intelligent minds. There are men who enter with enthusiasm at the outset of life into the speculations and visions of modern discovery, who are intoxicated by their novelty and attracted by their promises. But they discover after a while that they are being led into regions they had never contemplated, and they are startled at finding that they must be content with many tentative conclusions. They were laudably ambitious to undertake the mountainous ascent which was proposed to them, but they become alarmed when they suddenly find themselves in mid air on the face of some difficult slope. In this perplexity a guide appears, who offers, not, indeed, to gratify their original ambition, but to assure them of the safety they fear they have forfeited; and to commit themselves to his hands appears, at all events the least of the risks open to them. They close their eyes, abandon all individual enterprise, and submit to be led, on the sole condition that they shall be guaranteed ultimate security. It is not a dignified or lofty type of mind, but it is too common an one. Minds may, in fact, be divided into those which can and those which cannot stand alone, and there is a large class who are born to be governed, mentally and morally. If they happen to fall under healthy government, all is well; but it is not, if they get loosed from their old moorings and find themselves drifting, they are at the mercy of the first pilot who will jump on board and seize the helm. It is the strength of the Roman Catholic Clergy that they are always ready to undertake this responsibility, but it is not every day that they find so good a ship drifting as the Marquis of Ripon. It is a melancholy spectacle; but it indicates a weakness which is not an English characteristic, and, though we may grudge to the Roman Catholic Clergy Lord Ripon's wealth and such social influence as he may retain, we may be sure that the material advantages he may bring to them will be their only acquisition. Fountains Abbey passes once more into Roman Catholic hands, but it is not the defection of a stray Peer which will undermine the steady devotion of the English mind to a free and independent career of religious and political development.

THE TICHBORNE CASE.

An Act of Parliament, passed in the late Session, of considerable dimensions, occasioned by the litigation of "the Claimant," has just been issued to authorize the raising of moneys on the security of the Tichborne and Doughty estates. The Statute, which has been printed as a private Act, is to be admitted in all Courts as evidence; it extends, with the schedules, to 106 folio pages, and the recitals comprise 65 pages. There are 24 sections and four schedules setting forth the various properties in Southampton, Middlesex, Lincoln, Buckingham, and Dorset forming the Tichborne and Doughty estates. The recitals commence with the settlement of the Tichborne estates in 1806, and trace the property down to the present time, including the several suits by the "Claimant," his conviction, and the objects of the parties in raising the money to meet the costs and charges which had been incurred in protecting the estates from the "Claimant," and which could not be accomplished without an Act of Parliament, in pursuance of an order of the Court of Chancery. After reciting the various charges which had been made and giving other information, comprised in nearly 50 pages, it is shown that of £100,000, which had been authorized to be raised on trusts, £15,500 remained unraised. The Act states that Roger Charles Tichborne left this country in February, 1853, for the purpose of travelling in South America, where he arrived, and afterwards took a passage in the Bella from Rio Janeiro to New York, and sailed in the ship in April, 1854, and the vessel, "soon after she left Rio de Janeiro, was lost, and all on board, including the said Roger Charles Tichborne, then perished." That, in 1866, "one Arthur Orton, who had been in various employments at various places in Australia, and was there known as Thomas Castro, set up a claim to be the said Roger Charles Tichborne, alleging that the said Roger Charles Tichborne had not perished at sea, but that he was saved by a vessel which landed him at Melbourne at or about the end of July, 1854." The Act proceeds with the proceedings adopted by Orton, who is referred to as "the Claimant" from his arrival in England towards the end of December, 1866, when he assumed the name and title of "Sir Roger Charles Doughty Tichborne, Baronet," and states that in consequence of the claim various suits and proceedings were instituted in the Court of Chancery, in the Court of Common Pleas, and in the Court of Probate, which suits were set forth in a petition to the Court of Chancery. In 1866 a suit in Chancery was instituted for the purpose of placing the person and property of the infant heir, Sir Henry Alfred Joseph Doughty Tichborne, under the protection of the Court. In February, 1873, an order was made on the petition of the infant heir, by his guardians, that proper steps should be taken to raise the costs and charges incurred by the proceedings of "the Claimant" out of the *corpus* of certain property set forth, and a draught of a Bill in Parliament was ordered to be prepared to effect the objects mentioned in the petition, and also for the payment of expenses incurred in obtaining an Act of Parliament. Further, the Statute details the conviction of "the Claimant" for perjury, when he was found to be "Arthur Orton," and sentenced to 14 years' penal servitude—seven years on each count. After a statement of the Tichborne and Doughty estates, the act declares that it is desirable that trustees should be appointed to carry into effect the provisions of the statute, and that Henry Lamplugh Wickham and the Hon. Edward Ignatius Arundell were willing to act as such trustees, and had been approved by the Court of Chancery. In pursuance of the order of February, 1873, the costs, charges, and expenses thereby ordered to be moderated had been settled at the sum of £91,677 12s. 2d., as appeared by the certificate of the Chief Clerk (Mr. Bird) of Vice-Chancellor Bacon, dated the 9th of May last. And that Vice-Chancellor Bacon had settled the draught of the present Act, [illegible] appointment of the trustees mentioned, which objects could not [illegible] without the authority of Parliament. The sections are enactments to carry out the several objects. The "liabilities to be raised" include the sum of £91,677 12s. 2d. as costs and charges settled, and also costs and charges incurred not exceeding £155 9s. 8d. previously advanced, and also the costs and expenses of all parties in obtaining the present Act. After express directions as to the manner in which the several objects of the Statute are to be carried out, and also as to the duties of the trustees and the supervision of the Court of Chancery, the last section is in the following words:—"This Act shall not be a public Act, but shall be printed by the several printers to the Queen's Most Excellent Majesty, duly authorized to print the Statutes of the United Kingdom, and a copy thereof so printed by any of them shall be admitted as evidence thereof by all Judges, Justices, and others." The description of the estates, their extent and rental, occupies nearly 30 pages of the schedules annexed to the Act.—*Times.*

A DIDACTIC ODE.

(*To be sung to the tune of "Guy Faux."*)

Ours is a wise and earnest age, an age of thought and science, Sir;
To error, ignorance, and bliss we fairly bid defiance, Sir.
"Professors" everywhere abound, both in and out of colleges,
And all seem to cram our nobs with "isms" and with "ologies."
Bow, wow, wow,
Tol de riddle, tol de riddle,
Bow, wow, wow.

Philosophy, as you're aware, material and mental, Sir,
At one extreme is "Positive," at t'other "Transcendental," Sir.
And each of us who in these days would speculate "en règle,"
If he can't run the rig with Comte, must take the tip from Hegel.
Bow, wow, wow,
Tol de riddle, tol de riddle,
Bow, wow, wow.

The fundamental problem which, debated now for ages, Sir,
Is still attacked and still unsolved by all our modern sages, Sir,
Is, if an effort I may make a simple form to throw it in,
Just what we know, and why we know, and what's the way we know it in.
Bow, wow, wow,
Tol de riddle, tol de riddle,
Bow, wow, wow.

We can't assume (so Comte affirms) a first or final cause, Sir.
Phenomena are all we know, their order and their laws, Sir;
While Hegel's modest formula a single line to sum in,
Is "nothing is and nothing's not, but everything's becomin'."
Bow, wow, wow,
Tol de riddle, tol de riddle,
Bow, wow, wow.

"Development" is all the go, of course with Herbert [illegible]
Who cares a little more than Comte about the "why" and "whence," Sir.
Appearances, he seems to think, do not exhaust totality,
But indicate that underneath there's some "Unknown Reality."
Bow, wow, wow,
Tol de riddle, tol de riddle,
Bow, wow, wow.

And Darwin, too, who leads the throng "in vulgum voces spargere,"
Maintains Humanity is nought except a big menagerie,
The progeny of tailless apes, sharp-eared but puggy-nosed, Sir,
Who nightly climbed their "family trees," and on the top reposed, Sir.
Bow, wow, wow,
Tol de riddle, tol de riddle,
Bow, wow, wow.

There's Carlyle, on the other hand, whose first and last concern it is
To preach up the "immensities" and muse on the "eternities;"
But if one credits what one hears, the gist of all his brag is, Sir,
That "Ecbworst," rightly understood, is transcendental "Haggis," Sir.
Bow, wow, wow,
Tol de riddle, tol de riddle,
Bow, wow, wow.

Imaginative sparks, you know, electric currents kindle, Sir,
On Alpine heights or at Belfast, within the brain of Tyndall, Sir;
His late address, some people hold, is flowery, vague, and vapoury,
And represents the "classic nude" when stripped of all its "Drapery."
Bow, wow, wow,
Tol de riddle, tol de riddle,
Bow, wow, wow.

Professor Huxley has essayed to bridge across the chasm, Sir,
'Twixt matter dead and matter quick by means of "protoplasm," Sir,
And to his doctrine now subjoins the further "grand attraction"
That "consciousness" in man and brute is simply "reflex action."
Bow, wow, wow,
Tol de riddle, tol de riddle,
Bow, wow, wow.

Then Stanley Jevons *will* contend, in words stout and emphatical
The proper mode to treat all things is purely mathematical;
Since we as individual men, communities, and nations, Sir,
Are clearly angles, lines, and squares, cubes, circles, and equations, Sir.
Bow, wow, wow,
Tol de riddle, tol de riddle,
Bow, wow, wow.

George Henry Lewes, I'm informed, had "gone off quite hysterical"
About that feeble, foolish thing, the "theory Metempirical;"
And only found relief, 'tis said, from nervous throes and spasms, Sir,
By banging straight at Huxley's head a brace of brand-new "plasms," Sir.
Bow, wow, wow,
Tol de riddle, tol de riddle,
Bow, wow, wow.

Such are the philosophic views I've ventured now to versify
And, if I may invent the term, in some degree to "tersify;"
Among them all, I'm bold to say, fair room for choice you'll find, Sir,
And if you don't, why then you won't, and I for one shan't mind, Sir.
Bow, wow, wow,
Tol de riddle, tol de riddle,
Bow, wow, wow.

—*Pall Mall Gazette.*

[illegible] AND FRANCE ON SEDAN.

([illegible])

Four years have gone by since the momentous day on which the French army surrendered to the King of Prussia at Sedan, and 100,000 French soldiers marched into Germany as prisoners of war. The event has been paralleled though not eclipsed, by some of the strange vicissitudes of military fortune, but in [illegible] political significance was, in fact, greater even than the capitulation of Metz, and was as great as that of the final acknowledgment of irretrievable disaster which brought the war to a close. The balance of forces might possibly have been redressed by some marvellous success of the French or some tremendous blunder of the Germans before Metz or Paris, even after the army which surrendered at Sedan had entered upon its captivity; but it cannot be denied that the chances were enormously against France. At Sedan, on the other hand, the conditions of the contest were by no means so unequal. The blows received at Weissenburg, Wörth, and Forbach were indeed staggering, and the result of the conflicts around Metz, which shut up Bazaine and his troops within an iron ring of watchful and intrepid enemies, had gone far to take the heart out of the impressionable French soldiery. But notwithstanding, when Marshal MacMahon marched from Chalons towards the Belgian frontier he was accompanied with an outburst of national hopefulness which was never afterwards renewed. He had retrieved disasters in the field and turned them into glory at the most critical periods of the Italian war, and his defeat by the Crown Prince at Wörth was no more than many a brave soldier had suffered before him without a stain upon his military reputation or a hindrance to his future success. Yet it is probable that at Sedan Marshal MacMahon was less hopeful than any of his companions in arms except the Emperor himself. The Germans must by that time have learned to suspect how deeply cankered was the military organization, and, what was worse, the military character of France with vices which would have made success against German discipline and endurance a matter of miracle. The Emperor himself was in the despondent frame of mind which was so marked a recurring phase of his half-mystical, brooding spirit. It is hardly too much to say that Marshal MacMahon and the Emperor foresaw the disaster of Sedan before they had fairly brought the fortune of the French army to the test of a final conflict; and, foreseeing this, they could scarcely have missed a glimpse at least of what followed—the downfall of the Imperial system, the erection upon its ruins of a revolutionary Government, the siege of Paris, and the ultimate triumph of Germany. At least, when the capitulation was signed, and the Emperor, with his generals and soldiers, had surrendered, a Frenchman must have been very sanguine who could hope for more than to see his country fall with honour.

The memory of this imposing and historic catastrophe is rapidly fading as a distinct and dramatic episode of the war. The French are not given to the analysis of anything which is painful, and until the events of 1870 and 1871 have receded so far into the past as to become mere dry matter of history, the differences between Sedan and the other disasters of the war will not be fully and fairly appreciated in France, if even then time and thought should be spared for the comparison. In Germany, on the other hand, there is no reason to complain that the military importance of the capitulation which was signed four years ago has been unduly neglected, and it is only natural that the political and moral consequences which chiefly concern France should have met with less attention from German critics. There is one particular, however, in which it might have been expected that the German people would have [illegible] the anniversary of the battle of Sedan. They might have been content to leave the consideration of the military lessons of the conflict to professional critics, and they might have contentedly resigned to French politicians the "burning questions" of Bonapartist responsibility for the result. But as a day of national glory the anniversary of Sedan might seem to deserve a red-letter place in the calendar of German renown. Yet we hear of no imposing celebrations at Berlin on Wednesday. Some *fetes*, we see, have been talked of, but they are so insignificant that they have attracted little or no attention. The Germans, nevertheless, are a sentimental nation, and their conduct since the close of the war has shown that they have their full share of national, and especially of military, vanity. Nor have they exhibited generally so much tenderness for the feelings of other people—least of all for the feelings of Frenchmen—as to lead one to the belief that their present silence and their unusual abstinence from vaunting are dictated by an overflowing of kindly compassion for France. It may be that the tactics of [illegible] which [illegible] ago have been abandoned [illegible]. France is in a placable mood, and she has to struggle with internal difficulties which for a time at all events may well drive *la revanche* out of her head. Germany has also her domestic perplexities as well as her foreign apprehensions, and, after all, if the French are inclined for the moment to forget Sedan and all its associations, there is no necessity for awakening dangerous recollections.

In Paris men can hardly avoid glancing back at that terrible day four years ago. But for the most part the thought will be unspoken. The French character, as we have said, shrinks from the analysis of pain, and though for some special purpose the average Frenchman will not only overcome this shrinking, but will make a public exhibition of his own or his country's sorrows, there seems no reason why any party should drag the memory of Sedan out of forgetfulness. It is true that the disrepute of being responsible exclusively for this disaster is the most formidable obstacle in the way of the Bonapartist's reconquest of popularity; but then Marshal MacMahon is now Chief of the State, and all the other parties in the country, however much they may dislike the Bonapartists, have not resigned the hope that they may yet be able to make use of the President for political purposes. So to attack the military collapse of the French army at Sedan is hardly to be done without attacking the General who commanded it. It is not easy to say whether such attacks would be permitted by the Government of the President; but certainly if permitted they would widen the breach between those who resorted to them and the present Chief of the State. Yet it may be conceived that it is difficult, for the Republican party especially, to refrain from resorting to a weapon so convenient and effective. The aggressive policy which the Bonapartists have been encouraged to adopt has proved successful in Calvados, and looks not unpromising in the departments of the Maine-et-Loire, the Seine-et-Oise, and the Oise. In the two latter departments the Imperialist candidates are two well-known members of the late Emperor's Court, the Duc de Mouchy and the Duc de Padoue. It is obvious that the election of candidates so thoroughly identified, not only with local administration, but with the Imperial régime, would be much more significant than the choice of a popular ex-prefect by the voters of Calvados. In such a position of affairs, when the public mind appears to be vacillating, it must be acknowledged that the Republicans, who find themselves deprived of their most powerful article of indictment against the authors of the disaster of Sedan, are to be pitied. If any other "simple soldier" than Marshal MacMahon held the reins of power, there need have been no reticence about the history of the national misfortune of which Wednesday was the anniversary.

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There is no reason why the privilege should not be also specially valuable to Advertisers in India. Looking to the great and increasing number of Native Railway Passengers on the two trunk lines of Western India, native merchants, traders, &c., seeing that they have the privilege of advertising in their own language, would find the publication of their advertisements at Railway Stations a desirable means of extending their business.

And as nearly ALL PERSONS WHO ARRIVE TO, OR LEAVE AT BOMBAY, and proceed by the G. I. P., or B. B. and C. I. Railways to their destinations, Placards exhibited at the different Stations on those lines are every day becoming more and more valuable as means of bringing the Advertisers' wares to the notice of the Public.

Advertisers can select the Stations on either Line at which they wish their Placards posted, and they may also fix any period that may be agreed on. The charges have been fixed on an extremely moderate scale to encourage Advertisers to make a liberal use of the new means now offered of making their businesses known to the Public.

Placards, according to the scale of Advertisements, can be printed at the "Bombay Gazette" Press.

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